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MEMOIRS AND SERVICES

OF THE LATE

SIR S. B. ELLIS, K.C.B.

MEMOIRS AND SERVICES

OF THE

LATE LIEUTENANT-GENERAL

SIR S. B. ELLIS, K.C.B.,

ROYAL MARINES.

FROM HIS OWN MEMORANDA.

EDITED BY

LADY ELLIS.

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MEMOIRS AND SERVICES

OF

LIEUT.-GENERAL SIR S. B. ELLIS.

CHAPTER I.

EARLY LIFE.—FERROL.—BATTLE OF TRAFALGAR.—BURNING OF THE 'AJAX.'—THE SCHELDT.—GUADALOUPE.—CHASE OF A FRENCH PRIVATEER.—GIBRALTAR.—A BULL FIGHT.—GOOD NEWS.—ST. SEBASTIAN.

THE writer of the following memoirs is one who is himself content with the state in which it has pleased God to place him; he would not exchange his identity, were it possible, for that of any created being. Yet "many and evil have been the days of his pilgrimage." He has experienced great risks of life, cares, troubles, vexations, disappointments, sickness, and affliction. He has known what it is to extend his sensibility to external attachments, to suffer for the sufferings of those who

were most dear to him, and to feel the stroke of death that cut off "his fairest hopes of sublunary bliss." He has toiled with ill success for the means of temporal enjoyments, and has been visited by griefs which use has accommodated to his nature. And in this review of his destiny he believes that he sees the general lot of all the human race.

In early life, on my quitting school, it being my father's desire that I should become a member of the legal profession, I was articled to an eminent lawyer of Yarmouth; but finding, after more than a year's probation, that the close and sedentary habits of an attorney but ill assorted with my restless and active temperament, I was permitted to quit it for the military profession, and was presented with a second lieutenant's commission in the Royal Marine Corps, the 1st of January, 1804, and joined the Portsmouth division, remaining at head-quarters until the 28th of July of the same year, when I was appointed to H.M.S. Ajax, one of the Channel Fleet, to join the squadron blockading Ferrol.

On the 22nd of July, 1805, our fleet consisted of fifteen ships of the line, two frigates, a cutter,

and a lugger, under Vice-Admiral Sir Robert Calder, who, after making the necessary preparatory signals, formed his fleet in line of battle; but owing to the fog which prevailed at this time, the enemy were only partially in sight, but we could discern through the haze that a large fleet was opposed to us. Our ships successively tacked, and by six P.M., with the exception of the 'Dragon,' the whole had got round on the starboard tack, and the greater part found opponents in the opposite line; but what with the fog and the smoke we could not see much beyond the ship's length. Some ships in both fleets had several opponents at the same time; the 'Ajax' took part in this unequal contest.

The total loss sustained by the British fleet amounted to 39 officers and men killed, and 159 wounded; while it is stated that the combined fleet had 476 killed and wounded.

I returned to the Channel Fleet in September following, and was present at the attack on the superior force of the enemy at anchor in Camaret Bay, protected by formidable land batteries, from whence they were driven, and, after a sharp contest with the headmost ships, they ran for safety into Brest harbour.

The 'Ajax' returned to Plymouth to refit, and

again sailed to join Lord Nelson's fleet off Cadiz, where I was engaged in the battle of Trafalgar, the 21st of October, 1805.

This glorious battle, which so greatly influenced the affairs of Europe, and gave to England the supremacy of the seas, was one through which our ship passed with but little loss. There was scarcely any wind at the time, and we approached the enemy at not more than a knot and a half an hour. As we neared the French fleet, I was sent below with orders, and was much struck with the preparations made by the blue-jackets, the majority of whom were stripped to the waist, a handkerchief was bound tightly round their heads and over the ears, to deaden the noise of the cannon, many men being deaf for days after an action. The men were variously occupied: some were sharpening their cutlasses, others polishing the guns, as though an inspection were about to take place instead of a mortal combat, whilst three or four, as if in mere bravado, were dancing a hornpipe; but all seemed deeply anxious to come to close quarters with the enemy. Occasionally they would look out of the ports, and speculate as to the various ships of the enemy, many of which had been on former occasions engaged by our vessels.

It was at this time that Nelson's famous signal,

"England expects every man to do his duty," was hoisted at the mast-head of the Admiral's ship. These words were requested to be delivered to the men, and I was desired to inform those on the main-deck of the Admiral's signal. Upon acquainting one of the quartermasters of the order, he assembled the men with "Avast there, lads, come and hear the Admiral's words." When the men were mustered, I delivered, with becoming dignity, the sentence,—rather anticipating that the effect on the men would be to awe them by its grandeur. Jack, however, did not appreciate it, for there were murmurs from some, whilst others in an audible whisper muttered, "Do our duty! Of course we'll do our duty. I've always done mine, haven't you? Let us come alongside of 'em, and we'll soon show whether we will do our duty." Still the men cheered vociferously,—more, I believe, from love and admiration of their Admiral and leaders, than from a full appreciation of this well-known signal.

It was at midday the action commenced, the 'Fougueux' being the first vessel to open fire upon the 'Royal Sovereign;' and for a considerable time this was our only vessel in action. More able pens have fully described this glorious battle, therefore I need not here repeat the events. All I can dwell

upon is the feeling of satisfaction which we all felt at the result of the action, and the deep regret at the loss of that hero who had so often led England's gallant sons to victory. He died a sailor's death, and had performed his duty nobly; the best of us can hope for no more.

After such a victory, it is unnecessary to enter into encomiums on the particular parts taken by the several commanders; the conclusion expresses more than language can; the same spirit animated all. All exerted themselves zealously in their country's service. All deserved that their high merit should stand recorded; and never was high merit more conspicuous than in the battle of Trafalgar. On this occasion the country poured forth its tribute of approbation. The thanks of both Houses of Parliament were conferred upon the officers, seamen, and marines of the fleet. Medals were given to the admirals and captains; five lieutenants were promoted to post rank; the first lieutenants of all the ships engaged, and some others, made commanders; and mates and midshipmen from every ship obtained their well-earned promotion.

Amidst all these abundantly-scattered rewards, only one solitary mark of distinction was extended to the corps of Royal Marines serving in the fleet,

a force amounting to 92 officers and above 3600 rank and file, of whom two captains and two subalterns were killed, five captains and eight subalterns wounded. The brevet rank of major, conferred on one captain, was considered adequate to the claims of the Royal Marines, whose gallant exertions so materially contributed to the important result of this gloriously-fought day!

In January, 1806, we sailed, with the 'Thunderer' in company, for the Mediterranean, where we chased three Spanish line-of-battle ships. After receiving a few broadsides they succeeded in escaping into Carthagena.

We had a ten weeks' cruise off Toulon; arrived at Malta, and departed from there with other ships of war, under Admiral Sir J. T. Duckworth, for the Dardanelles; and while at the entrance to those straits, on the 14th of February, 1807, at nine o'clock P.M., our ship, the 'Ajax,' was discovered to be on fire in the after cockpit. The flames spread with such fearful rapidity that it became impossible to hoist out the boats, and we expected every moment the magazine would blow up. It was with the greatest difficulty that Captain Blackwood and about 380 officers and crew effected their escape, and that principally by jumping overboard from the bowsprit, or dropping into the few boats that were enabled

to venture sufficiently close to the ship, but they were so quickly filled that many poor fellows were drowned. With some difficulty I fortunately succeeded in reaching one of the boats. The 'Ajax' burnt the whole night, and, the wind blowing fresh from the south-east, she drifted on the island of Tenedos, and towards the morning of the 15th she blew up with a terrific explosion. Nearly three hundred souls perished on that dreadful night.

I was then appointed to the 'Rose' transport, in charge, with a guard, of French officers taken prisoners at the battle of Maida and elsewhere, for safe conveyance to England.

We sailed from Malta, accompanied by a numerous fleet of merchant vessels, under convoy of H.M. ship Amphion, and after a long and tedious passage, first anchoring, for a time, in Gibraltar Bay, arrived at Portsmouth on the 17th of July, and on the following day I resigned my charge to the authorized agents, rejoined head-quarters and obtained three weeks' leave of absence.

On returning to the garrison, I joined H.M.S. Lavinia, and sailed for the coasts of Spain and Portugal, and to Corunna with a large amount of treasure for Sir John Moore's army; from thence I went to Oporto and Lisbon, and back to England.

Our next voyage was to Cape Verde Islands, con-

voying East Indiamen; and we were engaged in the Scheldt expedition, in June, 1809. The 'Lavinia,' leading frigate of ten, forced the passage of the river, when we were engaged with, and under a heavy fire of shot and shells from the batteries of Flushing and Cadsand, we passed South Beveland, and proceeded up towards Antwerp, anchoring just beyond shot-range of Fort Leillo.

The British army evacuated South Beveland, the advanced squadron weighed to follow. The enemy, from masked batteries, threw shells at the 'Lavinia,' but with little effect. At high water, the 'Lavinia' grounded on a bank off South Beveland, where she remained for twelve hours in imminent danger of being lost.

The French advance rapidly brought up field pieces abreast of her, but we opened a fire on them from main-deck guns, aided by the gun boats, and drove them with some loss under cover. The right wing of the 28th Regiment—on board for passage to England—were, with the detachment of Royal Marines, kept in immediate readiness for landing to engage the enemy.

The ship was lightened, hove off, and proceeded direct to Portsmouth to be docked, when I left her, and exchanged with Lieutenant Fernyhough, for H.M.S. Statira, 24th September, 1809, and sailed

the following month with a large convoy for Halifax and Bermuda, and co-operated, in the West Indies, with the land forces in the capture of the island of Guadaloupe, in January, 1810, the last possession of the French in the West Indies.

The 'Statira' becoming Sir A. Cochrane's flag ship, the officers and men of her were, with the captain (V. Ballard), transferred to the 'Neptune,' 98, which ship I also joined on return to England, and rejoined my division at Portsmouth, December succeeding.

In December, 1812, I was directed to take charge of the party of marines serving on board H.M. frigate Pomona, lying at Spithead; she, having completed her refitment, was ordered to proceed to the Downs, and in January, 1813, she weighed anchor, and we sailed for that destination and continued there until the 6th of March, riding out many storms through the wintry season of the year, occasionally accepting the hospitality of the inhabitants of the coast towns, as opportunity offered, and after proceeding to Spithead. Arriving on the 17th, the 'Pomona' underwent a partial refitment, and sailed for Lisbon on the 6th of April, having on board several officers of distinction, besides a considerable sum in specie, for the army under Wellington. We arrived in the Tagus on the 20th, and

continued there until the 29th following, and subsequently put to sea.

On the 26th of May, we fell in with a French schooner privateer, off Cape Finisterre, which had that morning taken possession of two Spanish merchant brigs, which were fortunately recaptured by the 'Barham,' she being then in sight with her convoy.

In the afternoon we commenced chasing the schooner, she first trying us on a wind, but we approached her so rapidly that the Frenchman was obliged to bear right up before the wind, bringing us on one mast; still we neared her, but she threw overboard many of her guns, and a considerable part of the plunder she had taken from prizes destroyed.

Towards evening the privateer was little more than gunshot distance from us; but, as night closed, she escaped; but to make some amends for this misfortune, on the morning of the 9th of June we were in chase of a ship, under all sail, steering south-west, and right ahead. There was also a strange and suspicious brig on the weather quarter.

A fast-rowing boat was dispatched to reconnoitre the latter, which, on the boat's approach to her, hove to, hoisting American colours. The wind falling calm, we determined to attack and take posses-

sion of the brig. The boats were immediately manned and armed for that purpose.

We put off, leaving the 'Pomona' in chase of the ship. I went in the barge with the third Licutenant, and boarded the American at three o'clock; she was from Corunna to Boston in America in ballast. We took possession of her, leaving a party of marines and sailors on board. I quitted the brig at five o'clock, and reached the 'Pomona' about nine, having rowed at least twenty miles.

The 'Pomona' continued her pursuit of the other stranger, which was ascertained to be an English packet.

The next morning we took the prize in tow, keeping her so until our arrival in Cascaes Bay, the entrance to the Tagus.

On the 27th of June we arrived at Gibraltar, where we were detained for the ship to be refitted, until the 12th of July.

While at anchor, we formed a party amongst the officers, and crossed the Bay to the town of Algeziras, about ten miles north-west from Gibraltar; a fine breeze soon carried us across. The generality of buildings are mean, and the streets dirty. This town stands at the foot of lofty hills which command it, and consequently has no fortifications, except a fortress on an island, about a mile from the shore

and to the eastward. It is an excellent shelter to gun-boats and privateers during a war with Great Britain.

On our return in the evening, we were agreeably surprised by beholding the town of Gibraltar splendidly illuminated. The troops of the garrison were ranged along the summit of the rock, firing *feux de joie*, rockets streaming in the air. The ships in the Bay and guns of the fortress were also saluting. It was a magnificent spectacle, and in honour of the splendid victory of Vittoria and the immortal Wellington.

We departed with convoy for Lisbon, and from thence to Cadiz.

During our stay there, we visited the cathedral and other places of interest, and witnessed one of the celebrated bull-fights at St. Mary's, a town situated in the Bay of Cadiz, on the north-east side, and distant ten miles. A fine fresh breeze wafted us across in two hours; we were not long reaching the scene of action; it was the most magnificent I had ever beheld. The amphitheatre was open-roofed, and sufficiently large to be capable of containing 15,000 persons; every space was filled; the upper and centre tier of boxes, on the western side, was occupied by the higher, the other seats of the circus indiscriminately by the middle and lower

classes and soldiers. A military guard was stationed on the outside to preserve order.

The first *début* was a tame bull decorated on the forehead with a large pink rosette; after a short parade round the space appropriated to the fight, he retired, and returned immediately, followed by twelve untamed bulls, and crossed to the opposite or western side to a large space under the boxes with folding doors, which were thrown open at his appearance, and closed when he had succeeded in decoying the others within.

In front, over this space, was the superior seat; behind it were the trumpeters. On the left of the folding doors was a smaller one appertaining to the place where the new bull, destined to be brought on, was confined; here he underwent every species of torment to irritate and madden him. In the meantime the caballeros (or men on horseback) arranged themselves, one on each side of the entrance, the third at the extreme of the circle opposite, to receive the bull. The appearance of these three caballeros was most grotesque; each being cased in leather from the feet to the hips, and wearing an enormous large-brimmed hat with a low crown; his long thick hair, tied *à la queue*, terminated by a rosette of coloured ribbon, armed with a spear and most wretchedly mounted on a lean horse, the pair

personifying the renowned Don Quixote, armed *cap-à-pied*, seated on his equally renowned Rosinante. These caballeros were each attended by two or three picadores, or spearmen, dressed in the most splendid manner, and differing in the colour of their attire; they were at first simply armed with a silken cloak.

Imagine these actors of the day arranged for fight; a caballero on either side of the entrance door, his spear in rest, all prepared, each attended by two picadores with cloaks. The trumpets sound, the door opens, and forth rushes the bull maddened with torments; he turns, he attacks the caballero, who receives him on the point of a blunted spear, frequently piercing the bull on the near or left fore-shoulder; the shock is so great as almost invariably to turn the horseman quite round to the left. The bull, smarting with pain, turns on his antagonist, who at the moment is unprepared to meet him; a picador instantly approaches, waving his mantle; the animal, attracted by it, turns on him and abandons his first antagonist. The dexterity with which they avoid him is astonishing, but, if too closely pressed, the mantle is thrown over the head of the bull to blind him, thus affording time to the picador to escape behind a wooden parapet, erected in front of the lower boxes, with

an opening on each side, just sufficiently large to admit a man within it sideways. There are many of these retreats. The caballeros by frequent attacks having dispirited the bull, he fears to approach. The trumpet sounds, the picadores advance without cloaks, but each armed with two sharp-pointed spears of one barb; these spears are nearly a yard in length, the shaft is covered with coloured paper, curiously cut; thus armed, the picador advances direct to the animal, which frequently runs to meet him. The picador watches his opportunity, sometimes courting all the fury of the bull, at other times most dexterously avoiding it; the enraged animal stoops his head to butt or throw his antagonist, who, at the moment of action, thrusts the spear into his shoulders or neck, which, being barbed, remains there. The picador instantly retreats, sometimes escaping with difficulty. This is by far the most dangerous part of the exercise, requiring much courage and dexterity.

It is not an uncommon circumstance to witness the death of one of this latter description of performers. Others attack the animal in a similar way, a spear in each hand, until ten or twelve have thus pierced him. Maddened with increasing pains, tearing up the earth and bellowing, it frequently happens the caballeros become backward in attack-

ing; the spectators, to incite and compel them to fight, simultaneously, and with wonderful precision, strike their hands together three times, continuing this incentive until the caballeros advance. If the bull has the advantage of his assailants, loud shouts of "Viva toro!" rend the air.

At length, by frequent attacks, the bull becomes jaded and spiritless; the trumpets again sound, and a tame bull is then brought in to decoy the exhausted animal from the scene of action. The actors again arrange themselves for fight. The trumpets sound and another bull rushes into the circus, undergoing all the tortures of the preceding one, and so on to the eleventh and twelfth animal. The proceeding occupies about four hours, according to the spirit of the animals.

Until a late order of the Junta of Spain, it was customary to close the fight with the death of the bull; thus, a person called the *Matador*, armed with a sword and cloak, approached the head of his victim, and, as he stooped to throw him, plunged the sword through the spine at the neck, and three milk-white horses, harnessed together, drew off the carcase. The abolition of this part of the ceremony at first encountered alarming resistance; but perseverance in their rulers, with the assistance of the military, at length reconciled

them to the change, and a guard was ready on the outside to enforce submission.

Twelve bulls were the number I saw fought; two or three were of unconquerable spirit, twice overthrowing the caballeros, killing three horses, and obliging the riders to seek safety in flight. We much lamented the fate of one poor horse, who, to the last scene, had survived all the shocks of fight; a courageous animal, firmly withstanding every furious attack. At the close, he was dreadfully gored in the side, his entrails issuing from the wound. The delighted Spaniards shout, and *Viva toro's* re-echo through the house. The horseman spurs onward. The horse, as if unconscious of the wound, moves forward to the attack; and this disgusting scene was continued for some time, until at last the bowels of the animal were trailing on the ground, too frequently under his feet. The last bull triumphed over all, and finished the *amusements* of the day.

We returned on board the frigate, and not in the least impressed in favour of a sport so ardently courted and admired by all classes of Spaniards of both sexes.

The following day, the 18th of July, the anchor was again weighed, and we proceeded with convoy to Lisbon; the wind being contrary and boisterous,

we did not arrive in the Tagus until the 24th. We immediately received orders to accompany the 'Nymphen,' then about to depart for England with convoy, to protect her for a specified distance.

On the 28th of July we left the Tagus for Santander, having specie on board for the army, under the command of the illustrious Wellington, where we arrived on the 29th.

On the 14th of August, we were in the latitude of Cape Finisterre, 430 miles to the westward. This cape is not only the most western of Spain, but also of Europe. It was imagined by the superstitious ancients that there was no country beyond it, therefore they named it Finisterræ, which signifies 'land's end.'

On the 26th, we fell in with a large fleet under convoy of the 'Goliath;' the wind blowing very hard from the eastward, with a heavy sea, we could have no communication by boat, but by successively passing within hail of each other, we had the pleasure of hearing that another action had been fought in Spain, and that the great Wellington had defeated Marshal Soult in the battle of the Pyrenees; also, that the 'Pylades' sloop had taken the 'Argus' American sloop-of-war.

This glorious intelligence diffused a general gratification throughout the ship, still it was not

satisfactory, as it was possible to misunderstand what was said,—the roaring of the waves and the whistling of the wind through the cordage almost destroying the sound of the voice.

It was laughable to hear the various speculations and opinions that were formed upon this most brilliant victory.

On the 30th we brought-to a brig under Russian colours. I went on board her with the First Lieutenant. She was from London to Lisbon. The master gave us newspapers, and although they made but slight mention of the late action, yet it was satisfactory to find that it really had taken place. Just before the brig left the Thames, the Tower guns had been fired and other manifestations of joy shown in consequence of the victory.

On the same day I went alongside a packet from Malta, the 'Nymph,' thirty-six days out. The master gave us distressing accounts of the ravages of the plague. At the time of his sailing from there, sixty were dying in one day, even to the depopulating of some of the streets of Valetta. The distemper was introduced through the avarice and dishonesty of a shoemaker, who, wishing to evade the dues of the revenue, smuggled on shore some skins of leather from a Turkish ship in quarantine at Alexandria. The man manufactured the leather

into shoes, and by this means the plague was communicated to those who had the misfortune to purchase them. The shoemaker, his wife and children, were the first to fall its victims.

We remained at anchor in the harbour of Santander from the 2nd to the 12th of September, detained by strong contrary winds from the north-west; during that time a salute was fired by the English ships of war, in celebration of a victory gained by the O'Freyre division of Spanish troops over Marshal Soult; the Portuguese paid the same compliment. St. Sebastian's had also fallen.

On our passage to St. Sebastian's, we passed the town of St. Jean de Luz, the last French town next Spain, and at this period the head-quarters of Marshal Soult, the French encampment being in its neighbourhood. We also passed the Spanish town of Fuentarabia, and towards night distinguished St. Sebastian's, and distinctly saw frequent discharges of musketry, and shells appearing to arise from the passes of the Pyrenees. It becoming too dark to anchor, we hauled off until the morning. It was two o'clock on the following day before we anchored; as we approached the shore we saw the bodies of dead men and horses floating on the surface of the sea. We concluded they perished at St. Sebastian's storm, that town appearing a complete ruin, and its fortifications destroyed.

On the 15th of September, 1813, accompanied by two of my messmates, I landed at Passages. As our design was to visit St. Sebastian's, we proceeded on foot for that place, four miles distant; we passed the English lines and breaching batteries, formed in the sands, and crossed over to the town in a ferry-boat, the French having burnt the bridge on the first approach of the English. Each succeeding step presented fresh scenes of havoc and desolation: fortifications battered down, the houses wholly destroyed, iron balconies, stones, broken muskets, bayonets, etc., lying in one confused heap, rendering it difficult to trace what were formerly the streets. A scene of ruin was before us, nothing remaining of St. Sebastian's but the name.

On the 17th, we weighed anchor from before Passages, standing out to sea, arrived in the Tagus on the 29th of September, and remained at anchor until the 5th of October, when we again weighed for Bilbao, having a considerable sum in specie on board for the army of Marshal Wellington.

CHAPTER II.

A FRUITLESS CHASE.—JACK DISGUSTED.—THE CAPTAIN'S SPEECH.—ANOTHER CHASE.—IMPORTANT TIDINGS.—A TROUBLESOME CHARGE.—CAPTURE OF AN AMERICAN PRIVATEER.—THE BITER BIT.—CRUISING.—CAPTURE OF 'L'ÉTOILE.'—NASHAWENNA.—ARMING THE SLOOP.—A CUTTING-OUT EXPEDITION.—A GOOD HAUL.

At daylight on the 21st of October, 1813, several strange sail were seen from the mast-head, in various directions. At nine the wind was south-west by west; we observed from the deck two vessels firing, apparently engaged, on the lee-bow. We made sail in chase, and soon perceived one to be a large frigate dismasted, having a jury-foremast and mainmast, with French colours flying. We continued to close with her until within about four miles, she steering east, nearly right before the wind, when we hauled our wind, clearing for action.

The Frenchman also brought to the wind, courting rather than avoiding battle.

This circumstance, and seeing another large ship, apparently a frigate also, with a brig-of-war in company to leeward, induced the Captain to believe they were endeavouring to draw us into a snare; he was the more confirmed in this opinion, inasmuch as many other strangers were in sight, and considered as part of a squadron of French ships. Under these circumstances, we did not engage the disabled frigate, but continued on a wind.

The Frenchman in half an hour again bore up, steering a course for France. The other ship and brig continued close-hauled, as if in chase of us, the latter bearing up at about eleven o'clock. Soon after, we wore round on the larboard tack, the ship alone to be seen; and at three o'clock, judging she was then too far distant from her consort to receive assistance, we bore up to engage her; but what language can sufficiently express the devouring chagrin, the keen, the cruel mortification we felt, on observing her first hoisting Spanish and afterwards Portuguese colours!

We fired a shot at and brought her to. I went on board her, with the First Lieutenant; here we soon learned another cause of regret. This ship was a Portuguese Brazil-man, from Plymouth to

Lisbon, with three other vessels, under convoy of the 'Achates' brig, which was the vessel we saw engaged with the frigate, and who afterwards, finding she could not overtake us, bore up in pursuit of the enemy. How unfortunately to us had the occurrences of this day terminated, and how great our regrets!

On the return of the boat, she was directly hoisted up, and we stood for the French frigate in the course she was last seen steering, all hoping that a good fortune would again present her to us.

22*nd*.—All this day we were steering a course for L'Orient, east by south, and keeping a good look-out for the Frenchman, but in vain. At sunset we were not more than thirty miles from that port, and, falling calm, all hands were employed in getting up the fore-yard, and by seven the full sail was bent to it, and all complete for service.

Most of the day we saw a man-of-war in chase of us to windward, which we at first thought to be the Guernsey privateer brig spoken on the 19th instant, but by signals she proved to be an English frigate.

On the 23rd, a sail was seen ahead all day, the 'Pomona' in chase. I went up the fore-gallant-yard, and ascertained the stranger to be a frigate, but not what we anxiously sought after; and at

five o'clock, the weather becoming hazy, she was lost sight of.

All day we steered for Brest harbour, our last and expiring hope resting on the chance alone of cutting off the enemy from that port; and at eight o'clock we were not more than thirty miles from it. All night we persevered, and every anxiety was evinced by the Captain, and every endeavour made to reach our retreating foe; but the glorious opportunity was to us for ever lost.

24*th*.—At daylight this morning we fell in with the 'Gleaner' man-of-war ketch. She informed us that at two o'clock of the previous afternoon they had been eye-witnesses of an action between the 'Andromache' frigate and a dismasted French frigate, which struck her colours after receiving two broadsides, whereby 16 of her men were killed and 40 wounded. This intelligence (although gratifying in one respect, that of the capture of an enemy) did not communicate any seeming satisfaction to the ship's company, but, on the contrary, called forth discontent, disgust, and murmurings; and they manifested their dissatisfaction even to the erasing the word 'Pomona' from the front of their hats.

These proceedings could not long escape the notice of the Captain; he therefore caused them

to be assembled on the quarter-deck, and in an impressive address to them stated the motives which actuated his conduct on the morning of the 21st; that, from reports made to him on that day, he conceived an enemy's squadron was in sight; he therefore deemed it necessary, for the glory of his Majesty's service and the honour of the 'Pomona,' not first to attack a disabled ship, but to endeavour by every possible means to detach the complete ship or ships from the crippled, and bring them to action; and that having succeeded in the first part of his object, he bore up to execute the second, when unfortunately it was discovered that the stranger was a Portuguese Brazilman.

It was an error to which all men in his situation were liable, and none could more deeply lament the circumstance than himself; but was not every exertion made to come up with the disabled ship?

Had we not to this very day been in continued pursuit? He therefore trusted that from henceforth every illiberal impression would be removed their minds; that he had every confidence in the officers and them, and still hoped that an opportunity would again present itself of putting to the proof their loyalty and courage.

This appeal to their feelings and judgment

tended to tranquillize them, and they resumed their duty with apparent cheerfulness.

7th November, 1813.—During the time the Captain was dining with the officers in the gun-room, a strange sail was reported on the lee-bow, on the starboard tack, the 'Pomona' on the larboard. The ship's company were employed in crossing another maintopsail-yard, and getting the sail to it. The stranger, being full-rigged, stood on until she ascertained that the 'Pomona' was a ship-of-war; she then wore round and stood from us. All sail possible was immediately made in chase, the wind blowing fresh and squally from the north-west. Notwithstanding these advantages, the day was too far advanced to hope for success.

At five o'clock, a thick haze coming on, we lost sight of the chase, which was supposed to be an American ship-of-war or large privateer. At eight o'clock we hauled to the wind on the larboard tack, still carrying all possible sail to keep to windward, with an expectation of seeing the stranger in the morning. All the night was squally, with showers of rain; and on the 8th, the morning broke amidst a surrounding haze, so thick that not more than a mile's distance could be seen in any direction; every hope was therefore resigned of meeting with the ship. However, at ten o'clock the mist

began to dispel, and at eleven, to the joy of all on board, a sail was descried on the lee-beam. Every possible sail was again set in chase, studding-sails below and aloft; and the general inquiry was, "Is she the sail we saw last evening?"—a too early question to be resolved with certainty. But at twelve o'clock we had the mortification to perceive it was not, the stranger being a merchant brig steering before the wind.

At half-past one, we passed within hail of, and brought her to. She was boarded by the Second Lieutenant, who immediately returned on board with intelligence of the utmost importance, namely that the brig boarded was on her voyage from Newfoundland to Lisbon, and that on the 4th instant she was captured by the 'Iphigénie' and 'Alcmène' French frigates, which sailed from Cherbourg on the 24th ultimo. They had also captured an English ship from Hull to Malta, and a Russian ship in ballast from Cork for Boston, in America, both of which vessels were set fire to. These were taken previous to the capture of the brig, the cargo of which, being salt fish, was of little value. Soon afterwards, on the day of capture, the English and Russian prisoners were sent on board the brig, and the hull and cargo were given by the French Commodore to the master of the English ship, with di-

rections to proceed immediately to Lisbon; they then parted company.

The 'Pomona' having supplied the brig with provisions and other necessaries, and placed a prize-master on board, Captain Carteret sent a dispatch by her to be delivered to Admiral Martin, at Lisbon, informing him of the frigates being out, and of his intention to pursue them.

We obtained seven able hands from the brig; she then parted company for the Tagus, with a fine fair breeze, and we made all sail on a wind on the starboard tack.

On the 24th, at sunset, we observed three vessels coming round the cape from the north; we brought them to; they were Spanish vessels, from Bilbao to Cadiz and Seville. We heard from them of the fall of Bayonne on the 21st, and Pampeluna on the 25th ultimo, to the arms of the illustrious Wellington.

The 1st of December, 1813, we anchored in the Tagus, near the dockyard, for the convenience of refitment; but, orders having been sent there to the Commander-in-Chief for the 'Pomona's' immediate return to England, we passed down the Tagus, experiencing some very heavy gales.

On the night of the 14th, the late gale moderated, and was succeeded by a beautiful fine morning.

A strange fleet was discovered in the south-east, to windward; our convoy was much scattered, the 'Pomona' was lying-to all day collecting them.

At ten o'clock one of the strange ships bore down to reconnoitre us; she proved to be the 'Niger' frigate, with convoy for the Cape of Good Hope and the coast of Brazil. She communicated to us, by telegraphic signals, the following intelligence:—

"Holland entirely free."

"The Prince of Orange gone over."

"There are several French frigates at sea in the Bay, and several privateers."

"The French frigate 'Clorinde' has captured many of the Queen's convoy, and is supposed to be cruising off the Land's End."

This intelligence put us all on the alert, and we ardently wished that good fortune would bring us in sight of her.

After having fired many guns, and some shot at vessels of the convoy which were inattentive to signals, we succeeded, at sunset, in collecting together sixty-one sail.

On the 19th of December, land was observed ahead, which was soon ascertained to be Cape Clear, on the coast of Ireland.

About this time a strange and suspicious ship was seen to leeward. The 'Pomona' made all sail in

chase, fired a gun and brought her to. The officer boarding her met with much difficulty and rudeness from the master and passengers on board. Another boat was ordered to attend and board her, with marines armed. I went on board with the First and Third Lieutenants, and after some little altercation and apology on the part of the detained, she was allowed to proceed. This vessel was a letter-of-marque, of 14 guns and 580 tons, belonging to Bristol, and last from St. Domingo to London with coffee.

On the 26th of December, the 'Pomona' anchored in Plymouth Sound. The anchor was weighed on the 29th, and soon afterwards we came to moorings in Barn Pool, and, it being thought requisite for the 'Pomona' to be docked, the necessary preparations for dismantling the ship commenced.

We retook possession of her on the 5th of February, 1814, and on the 9th put to sea to join the fleet, watching the harbour of Brest.

The 1st of March commenced with a tremendous storm of wind, lightning, thunder, rain and hail; the usual precautions being resorted to for the safety of the ship. In the night of the 3rd the gale moderated, and at daybreak a brig was discovered from the mast-head, on the lee-bow. At night we

could see her from deck, on the starboard tack, and kept away to speak her, when she instantly bore up making all sail from us; we as quickly made after her. Towards morning, finding she could not escape us, she lowered her topgallant-sails and hove to the wind. I went on board with the Fourth Lieutenant, and found her to be the American privateer the 'Bunker's Hill,' formerly H.M. brig Linnet, of twelve 18-pounder carronades and two long sixes, with a complement of ninety-six men; they had been out eight days from St. Malo, but had made no captures. The following morning, all the prisoners were shifted to the 'Pomona' and 'Cydnus,' and I returned on board.

This privateer, throughout the preceding day, imagined the 'Pomona' and 'Cydnus' to be letters-of-marque; this impression was much strengthened by our not noticing the brig. They determined to reconnoitre, and, if possible, attack us. Their temerity was blinded by their hopes, and they were led on until escape became impossible, and in five hours she was in our possession.

The morning of the 5th, the wind was unsettled, with occasional showers of rain.

The 'Cydnus' and 'Bunker's Hill' were in company.

At ten A.M. a strange sail was discovered on the

lee-bow, far off; we made all sail in chase, and from the manœuvres of the stranger, not a doubt was entertained but that she was the true-blooded Yankee American privateer. Persevering in our pursuit, at sunset we could see her from the fore-yard; the moon being at the full, we continued the chase, and under favour of her beams, we came up with, and brought-to the chase. At one in the morning of the 5th, I boarded her, with the Second Lieutenant, and had the mortification to find that she was a Liverpool letter-of-marque, of eight guns, from Bilbao to Liverpool.

On the evening of the 9th, a large sail was discovered close on our weather-quarter. The 'Pomona' was under close-reefed topsails only, and on the starboard tack.

The stranger continued to close with us, and persevered in a position to rake.

We beat to quarters, the guns were cleared with the utmost alacrity, and in five minutes we were ready for action. The stranger passed under our stern, hailing, "What ship is that?"

We answered, "The Pomona." As the wind was blowing fresh, we could not distinguish the name of this ship; but she was an English 74; the captain, being fully satisfied of our identity, hauled off on the larboard tack, separating. The

retreat was then beat, first re-securing the guns, etc.

As day broke on the 10th, we again saw the line-of-battle ship to leeward. Nine sail and a convoy were on our weather-quarter; and directly ahead, a suspicious vessel, apparently a schooner, to which we gave chase, and at one A.M. brought her to. She was a bullock ship, from Passages to Cork. She informed us that most of the shipping at Bayonne had been destroyed by Congreve's rockets. On parting company, we made sail for the strangers on the weather-quarter, and at half-past four brought them to; they proved to be part of a convoy of eighty sail, under charge of the 'Ethalion' frigate, which were dispersed in the gale of the 1st and 2nd instant: two or three of these vessels were under jury-masts.

13*th*.—Several strange sails were seen in the south-west, to which we gave chase, and, on approaching, found them to be a convoy, under charge of the 'President,' bound to Lisbon. We received the pleasing intelligence of the capture of the 'Clorinde' French frigate, by H.M.S. Eurotas, and, also of the French frigates 'Iphigénie' and 'Alcmène, by the 'Venerable;' these were the two frigates of which we had information on the 8th of November last.

On the 29th of March, falling in with a large convoy from Lisbon, under charge of the 'Medina' and 'Primrose' sloop-of-war, we hove-to, and the American prisoners who were in the 'Pomona' from the 'Bunker's Hill' were put on board them for England.

The 1st of April commenced, like that of the preceding month, with a violent gale of wind; and singularly enough, as then, so on this day, the wreck of masts of large dimensions passed close to us.

On the 6th, a strange ship was observed from the mast-head on the lee-bow, which we chased and brought-to; I went on board her with the Fourth Lieutenant; she was a bullock vessel from Santander to Cork.

We obtained a variety of intelligence of the master, such as "General Graham's failure at Bergen-op-Zoom; General Beresford's entry into Bordeaux on the 12th ultimo; Lord Wellington's advance to Aire, etc., and of the surrender of the important fortress of Barcelona, with others in Catalonia, to the Spaniards;" also that eight days ago a Portuguese brig had been boarded by an American frigate, in latitude 46° 50′ N., longitude 5° 6′ W.

On the three following days, I boarded three vessels which we had chased and brought-to; a

Portuguese brig from Liverpool to Lisbon, a vessel under Swedish colours, last from Plymouth. I obtained newspapers of the date of 23rd of March, containing the dispatch of Lord Wellington's decisive action at Aire, between Bordeaux and Bayonne, and Bonaparte's defeat at Laon.

The third boarded was an English transport. I learned from a Spanish officer on board her, that another French frigate named 'L'Étoile' had been lately captured, and had arrived at Plymouth.

On the 14th we fell in with H.M. brig Sparrow; she informed us, by signal, of the very gratifying intelligence of the entrance of the Allies to Paris, and of Bonaparte's retreat with 70,000 men in the direction of Boulogne, closely pursued by the victorious Blücher.

We again made sail for the fleet, but not discovering the land at close of day, we close-reefed the topsails, and hauled to the wind for the night.

On the 15th, the wind still blowing hard from the south-west, with a heavy sea, and finding by observation at twelve o'clock we were in latitude 48° 54′ N., longitude 3° 55′ W., between thirty and forty miles to the northward of Ushant, the ship was wore round on the larboard tack, with topsails and courses closely reefed, and the wind still increasing.

On the 18th we exchanged signals with H.M.S. Comus; she informed us that the French garrison of Bayonne had surprised our troops investing it, killing Lieut.-General Sir John Hope and Major-General Hage, with 500 British soldiers.

On the 20th of April we fell in with H.M. brig Bloodhound; she informed us of Bonaparte's abdication and surrender.

On the 21st the 'Pomona,' after a cruise of two months, anchored in Dournanez Bay with the squadron, which consisted of the 'Ville de Paris,' two other line-of-battle ships, a frigate, and a brig.

It was as pleasing as novel to contemplate the unrestrained intercourse which was now here established with the shipping and shore.

On the 1st of May we returned to our former anchorage off Crozon; on our arrival the royal standard was hoisted on board the 'Ville de Paris,' and each ship fired a royal salute, preliminaries of peace being signed with France.

On the 2nd of June the 'Pomona' put to sea, forming one of the squadron under the orders of Rear-Admiral Malcolm, whose flag was flying on board the 'Royal Oak.' This formidable force was well out of the river Gironde in the evening of the same day, and we arrived at Bermuda on 24th of July. The 'Pomona,' no longer attached to the

expedition, proceeded to sea on the morning of the 29th, under orders from Commodore Hotham,—our force consisting of the 'Forth,' 'Pactolus,' and 'Pomona' frigates, 'Margianna' sloop, and 'Primrose' brig, our destination said to be off Block Island.

In the morning of the 20th of August, 1814, we were close in to the mouth of the Thames river, New London, the Commodore and squadron under weigh.

At sunset the wind increased to a hurricane, accompanied with lightning and heavy showers of rain; the topgallant-masts were struck, and the topgallant-yards sent down on deck.

On the 22nd we anchored on the south side of the island of Nashawenna; the boats were immediately hoisted out, manned, and armed, and put under the command of the First and Third Lieutenants, to endeavour to cut off vessels proceeding to the Main. At two o'clock in the morning of the 23rd, I left the ships in the second gig (a fast-rowing boat), attended by the second cutter, both boats well manned and armed,—the former by the marine riflemen. By daybreak we reached the island of Penequesh or Poon, to the northward of the Elizabeth Islands, and about ten from the mainland; here we landed to observe if any vessels were passing near the mainland. One was dis-

covered, pursued, and taken possession of, about seven; she had no cargo, but being a fine-decked boat, I sent her to the ship, being well adapted for a tender. Other boats were chased, but being fishermen were not molested.

About ten o'clock two large boats were discovered in-shore; on perceiving us they separated, steering east and west. I gave chase to the latter, while the cutter pursued the one steering to the eastward. At twelve, after a long and arduous pull of two hours, I succeeded in capturing her; she was laden with flour and Indian corn. I immediately manned and sent her to the ship, and pursued the course to rejoin the cutter; she was unable to come up with the chase. At this period, the ship being between thirty and forty miles distant, I thought it time to return to her, with the two boats and prize in company, when we again gave chase to another vessel steering across to the Vineyard, which was captured by our prize, and was laden with cheese and maize. At five we got on board, and heard that the other boats had captured a large sloop laden with wood.

The following day a sloop was observed from the ship, steering across from the Main; as it was imagined she was a privateer from New Bedford, three being out in pursuit of our boats, I obtained per-

mission of the Captain to proceed in a boat to reconnoitre, and pursued her to her anchorage on the north side of Nashawenna, and finding that she was a large-decked sloop, I seized her as prize to the frigate and tender. The Second Lieutenant, who was away in the boats, returned in the evening, having captured a large schooner laden with fish and a sloop with iron ore.

25*th.*—It being essential to the safety of our boats that the privateers of New Bedford should be captured or destroyed, it was determined to arm the sloop I seized upon the day previous. Accordingly, that evening we left the ship in the barge and launch, carrying with us a long nine-pounder and an eighteen-pounder carronade, with ammunition, etc. I took with me twenty picked men from the marines, in addition to thirty of the best seamen, the whole under the orders of the First Lieutenant of the ship. It became dark before we reached the anchorage of the sloop, and in our passage were several times in danger of striking on the rocks, and the wind, being north-east, made it a lee-shore; our situation was consequently not enviable. We had been pulling more than two hours, unable to discover the object of our search, when happily the moon rose, and under the favour of her light, we perceived the anchorage; but, to

our mortification, the sloop had left it and gone to Poon Island, not liking her situation on a lee-shore. This was a distance of three miles further, amidst shoals and rocks, but happily accomplished by ten o'clock; and by daylight the guns were got on board the sloop and mounted, the ammunition and other etceteras secured, the barge and launch returned to the ship.

26*th*.—At daylight, the wind blowing fresh from the north-east, a large schooner was observed steering to the southward and westward; we weighed anchor to reconnoitre, and, covering the guns and concealing the people, it was soon discovered that the chase was a large schooner of force. However, we continued to approach with a determination to board, if possible, with all hands. This plan was in an instant frustrated; a tremendous sea struck our sloop, and she was in imminent danger of going down with us all. The sails were lowered in an instant, and the pumps set to work; we then found that the weight of the gun forward was too much for our vessel, and the wind increasing with a rising sea, compelled us to regain the anchorage, and await the moderating of the weather. The schooner was the American privateer 'Yankee,' of 18 guns, from New Bedford to Bristol, with two other schooners in company.

In the afternoon, the weather becoming fine, we proceeded for the lighthouse of New Bedford, and at five perceived a privateer coming out. Our men were carefully concealed below, and we endeavoured by working in among the rocks off Dartmouth (as if smuggling goods on shore) to decoy her towards us, but in vain; she stood at a short distance and anchored. At sunset, finding our hopes of getting her out that evening at an end, we stood across to the Elizabeth Islands, and were afterwards joined by the cutter and barge, when we all left for Wood's Hole, a passage for vessels between the islands and main to the eastward. Arriving off there, the sloop anchored, while the boat went to the passage. The Fourth Lieutenant, who commanded the boats, returned in two hours, bringing with him two large schooners and a sloop laden with fish, also a whaleboat filled with apples. The prizes anchored near us for security, and the barque returned to the passage.

On the 14th of September, we anchored to the southward of Falkner's Island. Apprehensions being entertained that as the 'Superb' and 'Narcissus' had put to sea, leaving the 'Pomona' and 'Dispatch' only to watch the American frigates 'President,' 'United States,' and 'Macedonian,'—the former at New York, the two latter at New London, and

supposed to be watching an opportunity to depart for New York,—our situation was considered insecure, being more than thirty miles up the Sound, which runs nearly a hundred miles east, placing the ship, as it were, between two fires. Thus circumstanced, it was judged advisable to weigh and move lower down, which was accordingly done, again anchoring off Plumb Island.

On the 2nd of October a boat from Bridgetown, on the main, came off to us for the purpose of ransoming the vessel taken on the 29th. By her we learned that, expecting an attack from us on the main, a body of militia, of nearly 2000, were under arms all night, powerfully prepared to give us a warm reception, a numerous party of infantry being posted on the heights, and artillery, with field-pieces.

At noon the anchor was weighed, the ship stood to eastward, manifesting an intention to quit the Sound; but at dusk we suddenly returned, and this *ruse de guerre* succeeded beyond our most sanguine expectations. We re-anchored off Satauket, and at ten manned the boats as on the preceding night, and pulling direct for the harbour, we moved silently along, oars muffled, and reached the objects of our pursuit at the instant that a thick fog came over us.

From Mount Misery, the entrance of the harbour on the east side, to the town is two miles, protected by a regular height of ground, covered with trees and underwood; parallel to this, the passage of the harbour "courses" within half-pistol-shot, an inestimable advantage to its protection, yet no watch was kept, all seemed buried in fancied security; the only noise heard was the barking of dogs in the town, which was at our mercy. However, satisfied with having taken possession of six vessels, I did not land with the marines to destroy the town, which, in the event of resistance, was to have been attempted; but with our prizes, assisted by the ebb then making, we dropped down the harbour. Unfortunately, in the obscurity of the fog, we mistook the passage, and a large sloop, laden with wood, grounded on a shoal; the others, being lighter, floated over it. Every exertion was used to get her off, but without effect. We were consequently necessitated to fire her, which in a short time caused the whole coast to be illuminated.

Our passage was happily effected without loss, and at three o'clock in the morning we were all again on board, with our prizes anchored around us.

I left the ship at daylight, on the 12th of October, with fifteen marines, and accompanied by the

purser, on a marauding party on Long Island. We brought off six bullocks, and a large stock of poultry, all of which were justly paid for at the usual price.

After advancing about three miles into the country, we returned on board, and found that our tender had arrived, bringing with her a valuable prize sloop; the tender left us again in the evening. The 'Narcissus' also came in from sea, and proceeded with her immediately up the Sound.

We were informed that the 'Eagle' privateer came out yesterday, filled with men, purposely to destroy our tender, but was fortunately encountered by the 'Dispatch,' and effectually destroyed.

CHAPTER III.

BLOCKADE OF NEW YORK.—CAPTURE OF THE 'FUNCHAL.'—SERIOUS EXPLOSION.—CLEARING FOR ACTION.—SURRENDER OF THE PRESIDENT.—TESTIMONIAL.—THE SALISBURY RIOTS.—BAHIA.—REFLECTIONS.—MADEIRA.—LOVELY SCENERY.—A GRAND VIEW.—A HAIL FROM NEPTUNE.—CROSSING THE LINE.

On the 20th of December the 'Pomona' proceeded to her destination off the Hook, to assist in the blockade of New York.

At daylight of the 28th a sail was discovered from the mast-head to leeward; we bore up, making sail in pursuit: the 'Forth' and 'Nimrod' joined in the chase. At nine o'clock the 'Pomona' brought-to, and boarded the stranger, which proved to be an American schooner from North Carolina to New Bedford, with a cargo of turpentine, pitch, and tar, called the 'John,' of New Bedford, admeasurement 96 tons.

A midshipman, with five seamen, were put on board her, the prisoners taken out, and in the afternoon the prize departed for Bermuda.

At daylight on the 29th two strange sail were reported to be seen from the mast-head to leeward. "All hands" were called to make sail in chase; but the strangers, by a strange metamorphosis, became clouds, and the 'Pomona' was again luffed up to the wind. However, to make up for this disappointment, we had the pleasure to discover a sail to windward, steering south-east, the wind being south-west; on perceiving us she hauled to the wind.

Not a doubt existed of her being an enemy's privateer; all sail was set on a wind in pursuit at half-past eight, the 'Pomona' and 'Forth' keeping on opposite tacks, the 'Nimrod' in company.

The weather was delightfully fine, clear, and mild, with a good breeze. The 'Pomona' carried three reefs out of the topsails, with topgallant-sails and staysails.

At half-past ten the enemy was on the starboard tack, the 'Pomona' on the opposite. We could just distinguish her from deck; at half-past eleven we went round on the same tack as the chase. The 'Pomona' going ten knots and a half on a bowline, at half-past one we weathered on the enemy,

which enabled us to distinguish part of her hull from deck. We continued to approach, and at sunset she was nearly within gunshot.

We hoisted our colours, and fired a gun, which were not regarded.

At six o'clock, the chase, perceiving every effort at escape unavailing, ran down under our lee, surrendering.

I boarded her with the First Lieutenant, and found her to be an American brig, called the 'Funchal,' of New York, pierced for sixteen guns, but none mounted, 300 tons burthen.

She left New York on the previous afternoon for Lisbon, with a cargo of tobacco and bark.

In the evening the prisoners being removed from the prize, I returned on board the 'Pomona' with them.

In this interesting chase of twelve hours' duration, the 'Pomona' so much outsailed the 'Forth,' as scarcely to perceive her from deck, astern on our lee-quarter; the 'Nimrod' was more than hull down directly astern. Latitude at noon 39° 45′ N., longitude 73° 8′ W.

At daylight, on the 30th, two strangers were seen to leeward, a sloop and a schooner, steering south-east; the former on discovering us hauled to the wind, and was pursued by the 'Forth;' the

latter (the schooner) altered her course to east by north; the 'Pomona' in chase of her, the wind north-west, all sail was set, and such studding-sails as would draw. At half-past seven, we saw her top-sail from deck, and coming fast up, at nine we began to distinguish her hull, the 'Nimrod' and prize in company astern.

At eleven o'clock, another strange sail (a schooner) was observed on our starboard bow, steering south-east; the 'Nimrod,' by signal, was directed to pursue her; the 'Forth' was not in sight.

The wind falling light, and the schooner we were chasing throwing overboard many barrels of flour, which were continually floating past us, the 'Pomona' did not gain much on her; the hammocks were piped down, and every other measure taken to assist our velocity. At two o'clock she was within long range, and the bow chasers opened on her; and at three, the shot flying round, and finding further resistance ineffectual, she hauled down her studding-sails, and luffed up to the wind, bringing-to. I went on board her with the third lieutenant, and had the satisfaction to find she was a beautiful new schooner, named the 'Mercury,' of Philadelphia, of 140 tons admeasurement, pierced for fourteen guns. She had left New York the previous night for St. Jago de Cuba, with a cargo

of 550 barrels of flour and 60 of lard; 65 barrels of flour were thrown overboard during the chase. This schooner was considered the fastest sailor in America, and was entirely new, stores, sails, etc., and was of a most beautiful form. The prisoners being removed, and some of our men put into her, I returned on board. We chased between seventy and eighty miles, going at times twelve knots.

A serious alarm was occasioned throughout the ship on the morning of the 31st of December, by the explosion of one of the marine ammunition chests on the larboard quarter, by which twenty-seven cartouches were destroyed with 1500 ball-cartridge: a spark was communicated from a blue-light which was incautiously held by a gunner's mate directly over the chest; the light was intended as a signal to the prizes to tack. Providentially none of the people were seriously hurt. At seven, two strangers were observed, one a sloop on the weather-quarter, the other a brig on the weather-bow. The 'Pomona' made all sail in chase of the latter, which we soon recognized, being the 'Nimrod.' The 'Pomona' accordingly wore round in chase of the sloop, accompanied by the 'Nimrod' and prizes. At half-past eight the chase, finding we were fast coming up, hauled to the wind; the 'Pomona' doing the same, we could barely dis-

tinguish her from deck, but continued gaining on her so fast, that at eleven we had her within gun-shot; several were fired before she hove to, which was at about half-past eleven.

A boat with an officer and men were sent to take possession of her, and on returning with the prisoners, we learned that she was the 'Edward,' of New York, and had sailed with our prize schooner for St. Bartholomew with a cargo of Indian meal, soap, and onions,—a *cargo* of *notions*, as the Yankees term it. She was formerly the fast-sailing American privateer 'Black Joke,' of 86 tons admeasurement; she was chased the whole of yesterday by the 'Forth,' and escaped during the night; we continued to lie-to until four o'clock, when hoisting our colours (the signal of separation) the three prizes bore up for Bermuda with a strong favourable breeze from the northward, and the 'Pomona' hauling to the wind on the starboard tack, with the 'Nimrod' in company, they were soon lost sight of; in the evening the wind died away almost to a calm, becoming beautifully mild and serene, continuing so all the night. The old year, the four last days of which smiled so prosperously to our wishes, calmly died away, and the new one was ushered in by music; the band, visiting the cabin, gun-room, and other parts of the

ship, played many appropriate pieces of music, which ceased at one o'clock.

1*st of January*, 1815.—Fine weather with a strong breeze from the south-west. Indisputable information being received of the American ships 'President,' 'Hornet,' and 'Peacock,' dropping down to the Hook, to put to sea the first favourable opportunity, we went to quarters immediately after breakfast, placing double breechings to the guns, and otherwise preparing the ship for fighting service, which occupied the time until half-past ten, and in an hour afterwards we went to divisions. During the time of the ship's company dining, the man at the mast-head reported a sail on the lee bow, all hands were called, and in an instant the ship was under a press of sail; I had never witnessed so great alacrity. Unfortunately, however, the man at the mast-head deceived himself, no sail being observable with glasses.

At dawn of day of the 15th January, 1815, the 'Majestic' made signal for an enemy in sight; we bore up in chase, passing the 'Majestic' and approaching the enemy, which was evidently an American frigate; the 'Pomona's' signal was now made to keep more to starboard, and endeavour to prevent the enemy's bearing up, which again threw us out of the direct line of chase.

At twelve the 'Endymion' was fast closing the stranger, and in half an hour the latter opened her stern guns, which was returned by the bow chasers of the former. The 'Pomona' still approaching, though slowly, the wind falling light, the 'Endymion' maintained a running fight with the enemy with much apparent success, when finding the 'Endymion' outsailed her, she bore up and gave her her broadside, which was returned with great spirit and effect by the 'Endymion.' The object of this manœuvre was to disable the latter, probably imagining she might escape during the darkness of the night.

A running fight was afterwards supported by the two ships; the firing gradually ceased, and at ten wholly discontinued; the 'Endymion,' from the injury she had received in her masts and sails, falling astern of us. However, the 'Pomona' still gained upon the enemy, and at eleven we ranged up alongside, fired our starboard broadside, gave three cheers, and then a second and third broadside; the enemy did not return our fire, but hailed and surrendered. A boat was instantly dispatched from us to take possession.

I went on board with a party of marines, accompanying the First Lieutenant; on our arrival we had the satisfaction to learn that the captured

vessel was the United States frigate 'President,' Commander Decatur, mounting 54 guns. She suffered considerably from the fire of the 'Endymion' and 'Pomona,' having between 90 and 100 men killed and wounded,—her first, fourth, and fifth lieutenants being among the former.

When Commander Decatur inquired the name of the ship to whose captain he had surrendered, we informed him it was the 'Pomona.' "The 'Pomona'!" he exclaimed; "I thought it was the 'Majestic;' I could have sunk you in five minutes."

The sight on the deck of the American frigate was strange indeed. Guns were there named by familiar titles; there was the Nelson and Nile, the Trafalgar, and others, just as if Englishmen were her crew; her lower deck and cockpit were covered with dead and wounded. Most of the killed I succeeded in getting thrown overboard, excepting the three lieutenants, who were laid in their cabins.

On the 'President' surrendering to the 'Pomona,' fifty Englishmen (a disgrace to their country) threw themselves overboard,—seeking death to avoid a more ignominious one, which the violated laws and feelings of England would justly have inflicted.

The frigate was well victualled and stored for six months, and destined to cruise against our trade in the East Indies, having a complement of 500 men.

After seeing the magazines of powder well secured, also the store-rooms, placing sentinels in various parts of the prize, and assisting in removing the prisoners, I returned on board the 'Pomona' at half-past five on the morning of the 16th, when the boats were employed in carrying men on board the 'President' from the 'Pomona,' to clear the wreck and refit the rigging.

On the 17th a tremendous storm arose from the east, which continued with unabated violence; the weather was so thick and hazy that we lost sight of the squadron. Our fears were great for the safety of the 'President,' the sea being most terrific. Lying-to under stormsails on the larboard tack, a heavy sea struck the ship, and carried away the cutter on the larboard quarter; it was the most severe gale experienced on board the 'Pomona,' she being unusually laboursome, wet, and uncomfortable; and the wind increasing as night wore on, entirely prevented getting any rest. On account of the severe gales experienced for some days, we did not see the 'President' until the 28th of January, at which period we arrived at Ireland, Bermuda, where we had the satisfaction of observing our prize work through the Narrows, and bring-to in Murray's Anchorage.

Peace with the United States soon afterwards

succeeding, the ship returned to England, and was paid off at Deptford in the August following, when I received the following testimonial from Captain Carteret:—

"First Lieutenant Samuel B. Ellis served on board the 'Pomona' in command of the Royal Marines during the whole time that I commanded that ship. His conduct on all occasions fully merited and obtained my entire approbation. His professional ability as an officer is much beyond my power of attestation. I have never known any officer of any description so well fitted to discharge in an adequate manner the arduous duties of an able adjutant."

In November, 1815, I joined H.M.S. Pactolus, refitting at Spithead, and sailed the following May for the Halifax station and the Bay of Fundy, returning in November to winter at Bermuda, and was quartered with detachments of marines on Ireland's Island for the military duties of the dockyard, remaining in command until April, 1817, when, the 'Pactolus' being ordered to Quebec, I was relieved by a party of the 67th Regiment, and sailed in May for the St. Lawrence river, anchoring off Quebec in June, when we received on board the remainder of the battalion of marines and some seamen who had been serving in Canada.

The 'Pactolus' arrived at Portsmouth in July;

landed the marines, and sailed for Deptford to be paid off, not being seaworthy.

I marched with a detachment to Portsmouth, and joined that division in August, 1817.

In 1819, I was ordered on the recruiting service at Salisbury.

On the night of the 16th November, 1820, the peace of the city and safety of its inhabitants were greatly endangered by an infuriated mob of several thousands, directed by seditious leaders, who threatened to murder the magistrates and level the Council Chamber, which they had in part executed by the destruction of its entrances and windows. At this juncture I moved off, with all the united recruiting parties, who were well armed according to the best available means, to the assistance of the justices in council. After some time the mob gave way; many of the most violent were seized and secured in the county jail, and on the following morning the rioters gradually dispersed, and good order again triumphed.

This tumult originated in the trial of the late Queen Caroline, and a determination to compel the citizens to illuminate their houses.

I had the gratification to receive the following acknowledgment of my conduct on the occasion of the evening stated:—

"Sir,.

"I am directed by the Mayor and Justices of this city to convey to you their best thanks, for the prompt and valuable assistance afforded them on Thursday night last, during the alarming riot, and I am to request you to communicate to the men under your command the thanks of the Mayor and Justices for their steady and soldier-like conduct. I am,

"Sir,

"Your most obedient servant,

"JOHN HODDING,

"*Town Clerk.*

"*Sarum, November* 18, 1820.

"*To Lieutenant S. B. Ellis, Royal Marines.*"

To this succeeded a spontaneous representation by the mayor and magistrates, to the Lords of the Admiralty, as follows:—

"We, the Mayor and Justices of the city of New Sarum, feel anxious to express our opinion of the conduct of Lieutenant S. B. Ellis, of the Portsmouth division of Royal Marines, during the time he has been stationed in this city on the recruiting service; that is, in every respect that of an able officer and a gentleman, evinced in a particular manner by his good judgment and exertion in assisting the civil power on the night of the 16th of November, 1820, in restoring the peace of the city, when a riotous mob had assembled and created great alarm to the inhabitants, and for which service he received a vote of their public thanks.

"And, on all occasions in which it is necessary in his

military capacity to attend the magistrates with deserters and others, the perfect knowledge of his duty and conduct has received their marked approbation, as it does that of the inhabitants in general.

"We also beg to add that Lieutenant Ellis is neither a native of this city nor in any way connected with it, but we think it an act of justice to his merits to bear this testimony in his favour, and therefore presume to recommend him to the Lords of the Admiralty, as highly deserving their particular attention.

"(Signed) THOMAS WINCH, Mayor,
"J. H. DYKE, Deputy Mayor,
"WILLIAM BOUCHER,
"THOMAS BROWN,
"JOSEPH TANNER,
"EDWARD STEVENS,
"JAMES SUTTON,
"WILLIAM GHOST,
"JOHN PINCKNEY,
"J. P. TINNEY."

I returned to head-quarters in November, 1821, and in December, 1823, embarked in H.M.S. Tweed, a small frigate of 28 guns, a short time previously launched at Portsmouth.

In April, 1824, we went out of harbour, and sailed for Madeira in the May following, arriving there in June. We remained one week, and anchored off Port Praya, St. Jago, on the 21st of the

same month, occasionally receiving the hospitality of the Consuls of the islands.

On the 19th of July we anchored at Rio Janeiro, off the Cape of St. Sebastian.

The northern states of the Brazilian Government being in a state of revolt, we were ordered to refit with all expedition, and proceed to Bahia, Pernambuco, for the protection of the British interests. We were to have sailed on the 27th of July, but the Brazilian Government being about to send an armed force against them, an embargo was laid on all vessels in the port until after its departure, and we arrived at Bahia on the 12th of August, after a passage of four days, having gone between 700 and 800 miles.

Nothing earthly could be more strikingly beautiful and romantic than our entrance. It was dark, no sound was heard save the hoarse voice of the pilot and the beating of the surf on the denuded rocks; no other object met the eye than the dark precipitous coast, rendered more visible by the glimmering of immense torches in the high and silent watch-tower. At that hour, the moon threw off her sable veil and arose in full majesty from her watery bed, shedding her resplendent beams on all around. Every object instantly became distinctly visible, passing as it were in review,—the chaste

goddess modestly remaining in the rear, trees, turrets, hill and dale, presenting themselves in succession to our admiring gaze.

At ten o'clock we arrived off the town, and, dropping the anchor, the sails were furled, and, excepting the careful sentries who patrolled the deck, all were soon quietly hushed to sleep.

On the 23rd of August, 1824, we anchored off Pernambuco; the Republicans were in possession of the town, which was declared to be in a state of blockade. The 'Pedro' and other Brazilian vessels of war were at anchor.

On the 12th of September the Revolutionists and the Imperial troops were warmly engaged; the firing was kept up with great spirit on both sides for two days, but, on the last, as the sun disappeared, so did the combatants, as if by mutual consent.

At three o'clock in the morning, enormous flames arose from the back of the town. It was evident, from its magnitude, that several buildings were on fire. Then recommenced the firing of cannon and musketry.

We left Pernambuco the end of September, and arrived at Rio Janeiro the beginning of October, 1824, putting to sea again on the 14th.

We are still flying before the wind. Since I left

England, I must have travelled, on water, 10,000 miles. Am I the wiser for it? have I extended my sphere of knowledge? Morally I have. The time is therefore arrived which I gladly consecrate to the commencement of a series of narratives, I hope so to arrange as to be living pictures of scenes and events I am under the guidance of a wise Providence destined to undergo, during my absence from England.

On the 26th of October, the 'Tweed' being at anchor off Moldenado, we formed a party to go on shore to visit the town, which was about two miles inland. On returning, a dense fog, attended with rain, set in; we heard a gun from the ship, but as this was not immediately repeated, the sound only deceived us; we listened in great anxiety, hoping to hear the drum or ship's bell. Night was rapidly coming on, we were all wet and cold, and began to despair of finding the 'Tweed,' which was two miles from shore, and to make up our minds to remain in this comfortless situation until the following morning, when, as a last hope, I proposed that the whole of us, seventeen persons, should shout together; it was done, they heard it on board; another gun was fired, a blue light burnt, and the sound of the drum brought us alongside the ship about eight o'clock.

On the 29th of November, 1824, we arrived and anchored at Rio de Janeiro, and on the following month sailed for Portsmouth.

In the evening of the 3rd of February we crossed the Tropic of Cancer.

On the 10th there was a light breeze from the south, which increased to a gale, and continued until the evening of the 12th, with thick hazy weather and rain, so that we could scarcely see twice the length of the ship; she was then going at the rate of eleven knots an hour.

At this time we were wonderfully preserved from shipwreck. On the weather suddenly clearing, to our astonishment and dismay we found ourselves not more than a mile from the land, and close to a reef of rocks, against which a heavy surf was breaking.

The ship was instantly wore, and most fortunately just cleared the danger.

This high land was part of the island of Pico, one of the Azores.

The ship stood off for two hours; the wind became variable, then calm, with heavy rain.

At sunset we again saw the land not far distant on the lee-bow; but the wind and weather becoming favourable, enabled us to steer to the south, which was supposed to clear us of all danger, and

dissipated the fears we could not but otherwise entertain.

We continued our homeward course, and arrived at Portsmouth the end of February, 1825.

On the 16th of March following, I disembarked from the 'Tweed,' and rejoined my head-quarters at Portsmouth, where I performed the duties of office-adjutant for some months preceding my promotion to a Captain of the Plymouth Division, where I was employed in the usual duties of the garrison until April, 1832, when I joined H.M.S. San Josef, and remained until the expiration of sea duty.

In July, 1837, I embarked on board H.M.S. Wellesley, fitting as a fourth-rate for the flag of Rear-Admiral Sir Frederick Maitland, commander-in-chief of the East Indies.

On the 19th of October we anchored off the island of Madeira, after a most delightful run, as to weather, probably ever experienced.

Although the scene then afforded was familiarized to me by former visits, still it was a view of unabated admiration. There were several merchantmen lying at anchor, besides the 'Independence' American frigate, and a Portuguese sloop-of-war.

Having made arrangements for going on shore

on the following day, a boat landed a party of us at the Pontinha, or Bridge, the usual place of debarkation for men-of-war boats, being a small military port, with a fortification on an elevated but small black rock, called the Loo Rock. After landing, the ascent is by a flight of steps to the Bridge, which renders it impossible for men to desert from the boats with impunity. One of our officers' friends, who had been living some time at Madeira, had kindly anticipated our wants by having saddled horses in readiness on our arrival; and amidst fun, noise, and merriment, a dozen of us speedily mounted, and away we all galloped for his country house to breakfast. It would be vain in me to attempt to describe the extraordinary beauty of our host's grounds. Gravel walks were sheltered on either side and above by trellises covered with shrubs, shedding a thousand perfumes, the orange, the scarlet fuchsia, the jasmine, myrtle, and rare and hot-house plants of merry England. On the rising grounds and in the hollows towered the lofty palm, the banana, lemon, fig, and aloe, and, in the distance, high and precipitous mountains.

After a refreshing breakfast, we, amidst the clamour and noise of our Portuguese grooms, remounted our horses, and off we started for the

Curral, or Sheep Pen. As our route led us again through Funchal, it was highly amusing to observe the sensation the noise and clattering of our horses' hoofs on the paved roads produced. Doors and balconies were fully occupied by human beings, whose swarthy complexions varied from dark-brown to black. The women, like the men of the same class, wear a small blue cap resembling a funnel, the tube being used as the handle to raise in their salutations. The roads throughout the journey were hilly and precipitous, and in some parts so narrow as to compel us to proceed singly.

On the one side ravines of 1800 to 2000 feet deep yawned beneath us, where but one false step would ensure inevitable death. Occasionally the roads were protected from the noonday heat by trellis-work formed of the bamboo, which grows in abundance on the island, and is interlaced with vines, whose rich clustering grapes hung in great profusion above our heads.

On the more open roads on either side were hedges of the wild China rose, blackberry, scarlet fuchsia, the cactus, woodbine, jasmine, and other shrubs, shedding their sweets in mild simplicity.

Whenever the road favoured us, our horses, which were all of good mettle, were put to their speed. The one I rode had a long flowing tail,

which the owner, or groom, who always accompanies his horse on expeditions of the kind, held fast by to accelerate his pace, much to my annoyance, and I often obliged him to let go.

In our route we occasionally passed small parties of country people proceeding to Funchal, carrying on their shoulders skins of wine, those Scriptural bottles wherein "no man should put new wine if they be old." They are simply the skins of pigs and sheep divested of their covering of bristles or wool, and all the apertures are hermetically closed up. After discharging their contents they are inflated with wind, to be again filled with the "vinho tinto," or red wine of the mountains, and thence transported to the vats of the Madeira merchants.

Passing beneath ridges of towering height, we at length approached the Jardim de Serra, or the garden of the plain between the mountains, about seven miles from the town and about 2000 feet elevation above the sea, and one of the wildest and most luxuriant scenes in nature. On one side were high hills, on the other deep valleys abounding with trees and shrubs, the cocos, or sweet potato plant, the sugar-cane, Indian corn, vines and gigantic pumpkins, the chestnut, plane, walnut, cedar, and dragon-tree, and occasionally was seen the graceful waving of the bright green leaf of the

banana-tree and the towering palm. At the extremity of this romantic garden, of more than two miles in length, stands the country house of the late British Consul of Madeira. Leaving this elegant building to our left, we again ascended, by narrow and dangerous roads, the mountains which form the brink of the Curral; and arriving within half a mile of it we were obliged to dismount and climb the steep ascent, some by the assistance of spiked poles, with which they were supplied by the mountaineers.

Arrived on the brink of the Curral, the observer is lost in awe and admiration of the scene. Beneath is an abyss of great extent and of a bowl-like form, 5000 feet deep, broken and separated by heights and rocky ridges, forming deep valleys and ravines, with patches of trees within them growing in wild luxuriance, and in appearance inaccessible to mortal tread; but it is not so, as one or two small and low habitations were visible in the hollows, but how reached was to us a mystery. To describe this wild, this majestic scene in vivid colours, so as to create an idea of its grandeur, I conceive to be beyond the power of any pen. It certainly produced within me a deep impression of my own insignificance and as it were nothingness in the scene.

It is said that Westall, the great landscape painter, after several attempts to delineate it on canvas, relinquished it as hopeless.

After an hour devoted to wandering and gazing on the awful scene around us, we descended the slope, to partake of the substantial fare provided for us by our hospitable friend, when ample justice was soon done by hungry and excited travellers to the good things provided, which were more than sufficient. Next to the health of our youthful Queen, a bumper was drunk to that of our noble-hearted provider, accompanied by three hearty cheers, which were, as it seemed to our warmest imaginations, cordially responded to in the deep reverberations in the rocky mountains around us, until lost in the distant dying echoes.

In an outer circle at some distance from us, in poverty and wretchedness, the women and children of the peasantry (beggars), and beyond them again were grouped on one side our horses and grooms, the latter all utterly astonished and half frightened at our noisy cheers. The remains of the meal was given to the grooms, and some to the famished women and children.

After a short delay we were glad to escape from the persevering and never-to-be-satisfied importunities of the numerous beggars and mendicants sur-

rounding us; and remounting our steeds, we returned to Funchal by a different route, less difficult, but still the view was beautiful, having in the distance the boundless sea, the bay and shipping, and nearer the luxuriant foliage of the palm, banana, and numberless trees and shrubs, and the white buildings of Funchal, where we arrived in safety after a ride of about twenty-six miles, and were all on board by nine o'clock, P.M.

On the 9th of November, 1837, the 'Wellesley' was going six knots the hour, and rapidly approaching the Line, being in latitude 2° 5′ north, longitude 23° 33′ west. About seven o'clock in the evening, the leadsman in the main chains announced, "By the mark, ten." A light was also seeen on the larboard bow, rapidly approaching the ship, and immediately afterwards a gruff voice from the deep blue sea, half oceanic, half earthy, demanded to know "What ship it was?" The Captain replied, "H.M.S. Wellesley."

"Who commands?"

"Rear-Admiral Sir Frederick Maitland."

"Ah! delighted to hear so, as it is some time since I had the pleasure of seeing him. Any ladies on board?"

"Yes."

"Children?"

"No."

"Any of my children?"

"Yes, many fine boys, anxious to meet you."

"Very well, heave-to, and I will send one of my messengers on board."

The ceremony of squaring the main-topsail was, in obedience to the order, performed.

During this colloquial conversation, a merry group of dancers were waltzing on the quarter-deck, when suddenly a gushing sound of many waters was heard; it was the god's messenger, who came in a deluge, for water played in torrents from engines and buckets, and the unconscious listeners and dancers fled in shoals to the hatch-way ladders to escape the ablution, but in vain,—the briny fluid was at the skin, and many of the officers and men received a good ducking.

The messenger approached, delivered a letter to the Captain, and vanished.

Immediately afterward a voice was heard astern of the ship, communicating to some the awful intelligence, that Neptune and all his court would come on board at nine o'clock of the next morning to pay their respects to the Admiral and ladies, and to give his qualification to his children to traverse, at all future time, every part of his aquatic dominions.

The band played 'Rule Britannia' in honour of the occasion, and the ceremony unexpectedly terminated in a second deluge, more copious than the first, and again all was consternation and flight, fun and laughter; and the ship pursued her course without further interruption.

At an early hour on the following morning, the usual preparations commenced for the approaching saturnalia on crossing the Line: a large sail was suspended in the waist, filled with salt-water, into which were to be immersed the uninitiated "sons of Neptune," as a purification after the first process of shaving and physicking had been completed.

At the hour appointed, Neptune came on board, attended by his queen and court. There was a secretary, physician, constables, bears in calf and sheepskins, postilion, and gamekeeper,—a motley and grotesque group, all habited in the garb of their respective professions and callings. Amphitrite, an ugly dame, whose countenance indicated deep ravages of that great destroyer of a smooth skin, the smallpox, was habited in a yellow-patterned calico robe; ringlets of dark oakum shaded her regal brow, which was surmounted by a white gauze bonnet, to which was attached an artificial wreath of flowers, which dangled down over her nose.

Neptune was most delighted again to see the Admiral; and although a long time had passed since he first had that pleasure, he was glad to see that time had operated so little change in him. He was sorry to have cause to complain of the laziness of his people, who had not taken any fish he could have wished to present to him, but begged his acceptance of a small child from his royal hands, and requested the ladies to be introduced, that he might have the high gratification of offering them some water to drink.

The Admiral regretted that an indisposition from which they were suffering wholly prevented their partaking of that honour.

Then the ceremonies immediately commenced, and by the aid of numerous water-buckets and playful fire-engines, continued in full force for three hours without accident.

The submissive were gently handled, the refractory soon subdued,

Large proportions of salt-water were unintentionally swallowed by almost every one on board; nor did the sports terminate until every one on board, ladies excepted, had been according to the law duly initiated a son of Neptune.

CHAPTER IV.

CAPE TOWN.—THE 'FLYING DUTCHMAN.'—TOONG-KOO.—HOSTILE DEMONSTRATIONS.—CHIN-CHIN.—CHINESE THEATRICALS.—BURMESE WAR.—EXPEDITION TO VINGORLA.—CAVES OF ELEPHANTA.—BUSHIRE.—ASSAULT OF BUSHIRE.

At daylight, on the 7th of December, land was in sight. A fresh breeze from the south-east enabled us soon to approach the anchorage off Cape Town, but the wind increased to a strong gale, and when the anchor was let go, it broke in the shank; another was immediately lowered, which brought the ship to, but such was the violence of the wind that that separated also in the shank, and we were driven out to sea. As night drew on, the weather moderated, and the ship was kept under easy sail.

On the following morning the approach to the anchorage was along the western shore, where were

chains of lofty and rugged mountains, intervening valleys and plains, sprinkled over with sand.

Green Point, on which stands the lighthouse, is very picturesque, being studded with beautiful villas and gardens; the rounding this point brought us in sight of the numerous merchant vessels at anchor off Cape Town,—passing the Lion's Head, a solid mass of stone rounded and fashioned like a work of art, 2760 feet elevation above the sea. But the most conspicuous feature of these lofty ranges is Table Mountain, the north front of which, directly facing Cape Town, presents nearly a horizontal line of about half a mile in length, rising to the height of 3582 feet above the level of Table Bay, with a plain at the summit of about a hundred acres; in front are two wings, the Devil's Mountain, 3315 feet, and the Lion's Head, as before stated, 2760 feet, which appears at one time to have formed a continuation of the Table, the summits being washed away by torrents and the crumbling hand of time. The base is still attached to the "Table" at a considerable elevation; the Devil's Mountain is broken into irregular points. The bold face of the Table Mountain is supported by a number of projecting buttresses that rise out of the plain, and fall in with the point a little higher than midway from the base; the east side is

the most elevated, and some points are estimated at 4000 feet; the west side along the seashore is rent into deep chasms, topped by many pointed masses. About four miles to the southward, the elevation of the mountain is diminished by terraces, the lowest of which communicates with the chain that extends the whole length of the peninsula. On first viewing this singular-looking mountain from the Bay, it appears like the ruined walls of a gigantic fortress.

Cape Town, built immediately at the foot of Table Mountain, along the shores of Table Bay, on a plain which rises on an easy ascent towards the mountain, is regularly constructed with straight and parallel streets, intersecting each other at right angles, and shaded with elm, oak, but principally Scotch fir-trees; the houses are chiefly of stone or red brick, of a good size, and generally with a stoup or terrace before the door shaded with trees, beneath which the English as well as the Dutch inhabitants delight to lounge by day, sheltered from the fervid rays of the sun, or to inhale the freshness of the evening breeze.

The population of the metropolis of South Africa is at present more than 20,000, of whom upwards of 10,000 are white inhabitants, the majority being Dutch, or of Dutch extraction.

The town has a very English appearance: the squares are well laid out, the streets extremely clean, the public edifices numerous and substantial. Throughout the week the continued hum of industry, and on the Sunday morning the melody of the church-going bell, and the groups of well-dressed individuals flocking to their respective places of worship, may readily induce the traveller to forget that he is on the southernmost extremity of Africa.

The Cape Peninsula is about thirty-six miles long and eight broad, composed of a broken series of mountains, either with horizontal or cone-shaped summits, and connected by inferior gorges. Simon's Bay, situated in False Bay, is the chief naval station at the Cape for half the year, and Table Bay the other half.

The seasons at the Cape of Good Hope are the very opposite of those of England: December, January, and February are summer; June, July, and August the winter months. The delicious climate of the Cape soon reconciles the new-comer to the contrariety of change; by the meteorological register it appeared that the weather throughout the year is warmer at Cape Town than any other part of the British settlement.

We remained at anchor until the 13th, when the

ship being ready for sea we proceeded on our long voyage to Bombay.

On the 14th a ship was seen to windward, but it was not that singular phenomenon the 'Flying Dutchman,' the traditional account of the origin of which is, that during the Dutch occupation of the Cape, a vessel from Batavia was on the point of entering Table Bay in stress of weather, in the winter season, when no vessel was allowed to enter. The batteries fired on the distressed ship, and compelled her to put to sea, when she was lost; and as the sailors say, she has continued ever since beating about, and will continue to do so until the Day of Judgment.

The Dutchman is said to appear generally to ships in a heavy gale, with all sail set; and when the Eastern Navigation is in a calm, the Dutchman appears to be scudding under bare poles.

23*rd of December*.—For several days I have in vain placed the writing materials before me, for I could not command any topic sufficiently interesting to amuse or divert myself of the tedium inherent to a long voyage; true, I might say that the weather continues to be of the most delightful description, the days being bright and sunny, the sea smooth, and the breezes cool and favourable. No stranger sail breaks the line of the horizon, the

mighty Southern Atlantic seems all our own; in the midst of our loneliness, however, Old Christmas comes with jovial smiles to raise our mirth and remind us of absent relatives and friends.

The Admiral and suite dined with the officers in the wardroom, and the ship's company were well cared for in honour of Old Christmas.

1*st of January*, 1838.—Scarcely had the last stroke of the ship-bell ceased to sound, which had struck "eight bells," when my cabin was suddenly entered by two persons, the one carrying a dimly-lighted lantern, and the other a bottle and glass; the latter was speedily filled with brandy punch, which I cordially drank, attended with sincere wishes of many happy returns "of a new year to ourselves and all absent friends far away." My friend was the second lieutenant of the ship, with an attendant midshipman.

As they retired, my thoughts reverted to the last moments of 1836, when I listened to the merry peal of bells at Plymouth, which announced to a thoughtless world the *début* of 1837. Strange are the changing scenes of this world, and which may be produced in one short year!

On the 24th of January we were off Ceylon; we were accompanied, until past noon, by several Cingalese canoes, each carrying five or six men; they

brought a supply of fruit for sale. Ceylon is named from Singhala, 'the country of lions.' The natives believe that their island was Paradise, and that after the Fall, Adam escaped to the continent, and that the succession of banks and shoals to the nearest point of the coast of Coromandel, which is a long, low point of land, and which banks and shoals are known by the name of Adam's Bridge, are his footsteps when he escaped to the mainland.

On the 2nd of February the 'Wellesley' arrived in the harbour of Trincomalee; from there we went to Madras, Penang, Singapore, and on the 11th of July passed the Ladrone Islands, at the entrance of the Canton river. Innumerable fishing-boats, of a large and novel description, were constantly passing us throughout the day, as well as others conveying merchandise; the majority of them had women and children, the families of the navigators, on board.

We passed the island of Linten, and an hour afterwards came to anchor in Toong-Koo roads, or Urmston's Harbour, opposite to, and about a mile from a village on the mainland.

In the course of a few days I went on shore with the Captain for a walk on the beach. At one of the fishing-stations we approached, a party of Chinese were eating their evening meal of fish and

rice. I was invited to taste a stewed fish which was presented to me with chopsticks; but my awkwardness in handling those culinary tools caused great laughter, and "hi-yaws" were abundant. I was much amused with their curiosity and inquisitiveness; they were evidently captivated with my red jacket and military cap; they examined my finger nails, but in them I was completely surpassed, my competitor's being full half an inch beyond the tips of his fingers, that being a mark of independence and aristocratic gentility amongst the Chinese. When I attempted to explain to them by signs that it was the custom of the English to keep them short, I received for my trouble but an incredulous shake of the head. They pointed to the town, and good-naturedly pressed me to accompany them, but as it was getting late, we wished them good-night, which was cordially returned, and we went on board.

Towards the end of July our footing with the Chinese began to assume a hostile appearance. A schooner, a passage-boat to Canton, weighed anchor, and on her approaching the batteries of the Bocca Tigris, was fired at. On her heaving-to and being boarded by the Chinese, the master of her said, "I have no smuggled opium on board;" when the boarding officer replied, "I care not for opium; I

came to see if Admiral Maitland and some of his officers are not here on their way to Canton."

It was evident their intention was to capture or destroy us.

The captain of an English vessel was, at the time of this hostile demonstration to the flag, a passenger in the packet, and immediately reported the circumstance to the Admiral.

On the 1st of August, the 'Wellesley' weighed anchor for the Bocca Tigris. Baffling winds, calms, and the extraordinary counter-currents called by the Chinese "chow-chow" waters, frustrated our onward passage; and being obliged to anchor as circumstances required, we found ourselves aground at low water on the 3rd, from one to six o'clock in the afternoon; however, by the assistance of the 'Algerine,' of kedge anchors, and warping, the ship was again afloat, and after sunset we anchored about six miles from the Bocca Tigris.

At daylight of the 4th the anchor was again weighed, but only to approach the batteries just to be beyond the reach of shot.

In a bay on the north side of the Bocca entrance, were anchored the war junks of the Chinese, with their high sterns and red-painted prows, black hulls,—their numerous flags and banners of red, yellow, and white giving a gay and pleasing

appearance to the scene, backed as they were by the bright green verdure of the hills near them.

In the morning, Captain Maitland, with Mr. Morrison, the interpreter, went in the ship's barge to the Chinese fleet, with a letter from Sir Frederick Maitland on the subject of the indignity and outrage intended to have been committed on the flag, before alluded to; but they soon returned, as the commanding officer of the Chinese junks then present would not receive it unless it was addressed to him as an equal, he being the same rank as Sir Frederick Maitland,—a rear-admiral. The letter was prepared accordingly, and dispatched as before. The officer behaved with the greatest politeness to Captain Maitland, but the letter being addressed to the Viceroy of Canton, he could not possibly receive it unless it were addressed in the terms of an inferior to a superior. Captain Maitland accordingly returned to the ship, and so ended the first day's play of the game of diplomacy.

On the 5th, Captain Maitland again departed on his mission to the Chinese chief, when the authorities wholly disavowed any participation in the outrage complained of, and assured Sir Frederick Maitland that the officer in command of the fort, who had so wantonly fired at the Bombay passage-boat, would be severely punished. Sir Frederick

Maitland begged that that might not take place; and thus, to the satisfaction of the parties, grim-visaged War smoothed his wrinkled brow.

About an hour afterwards one of their war-boats, called a rampant dragon, came alongside,—a gay painted-looking vessel, pulling fifteen oars each side; opposite to each rower was arranged along the gunwale a large bamboo circular shield, of a texture sufficient to resist the cut of a sabre or thrust of a pike. In this war-boat, with numerous followers, came the Chinese admiral's captain to compliment Sir Frederick Maitland on his arrival off the port. They were a singular-looking group, and walked through every part of the ship, and lastly to the wardroom. The Chinese captain did me the honour of the "chin-chin," which is the doubling of the hands together with closed fingers, and afterwards taking the hands of the person so complimented between their own.

A sergeant's guard presented arms to the Chinese captain as he came on board, and the band played military airs. After about an hour's visit they left the ship, when we were favoured with the music of a quickly-beaten gong.

On the 7th of August we returned to our desolate anchorage in Toong-Koo roads. The heat continued most oppressive, the thermometer in the

coolest part of the wardroom being 91°; and we were visited by a succession of heavy thunderstorms, accompanied with high wind, which indicated the approach of the dreaded typhoon.

The Chinese junks continued very numerous about us, and there was great anxiety to know when the 'Wellesley' would leave.

A Chinese officer arrived in a fast crab from the Bogue, with a letter to the Admiral. This officer was recognised as having been on board before in the disguise of a fisherman, with another, offering a large fish for sale; he laughed heartily when he was reminded of the circumstance. It was intimated to him that there was no necessity for concealment, and that his countrymen were welcome to come on board the 'Wellesley.'

On the 10th of September I accompanied Captain Elliot in his yacht, on his return to Macao. We had a fine passage of four and a half hours.

Macao is a pretty town, but the principal object of interest and curiosity is a grotto—or rather a niche—in a rock, in which Camoens, the Portuguese poet, is said to have completed the 'Lusiad.' It is on the summit of a hill, in the midst of a garden and ground tastefully arranged, and commands an extensive and delightful view of the town and the inner and outer harbours.

There also a Chinese temple of Buddha worship, detached parts of which, with figures, are sculptured from the solid granite rock.

After visiting this place I walked out to the camps, to the gate of the Chinese barrier wall, which crosses a narrow neck of sand from the harbour to the sea, and through which no European is ever permitted to pass. It is about two miles from Macao, which is only a small peninsula of the extensive island of Keang-Shan, thus placing the provision of the town at the mercy of the Chinese.

Although the Portuguese have had possession of the place for more than three hundred years, it is but by permission of the Chinese Government that they exist there; they are not the masters of the soil, they live by toleration, as the Chinese can at any time starve them out.

The next evening, with some of the officers, I visited a Chinese theatrical representation called "Sin-Sou." The theatre was a temporary building of bamboo poles covered with matting erected near the inner harbour; on one side was a gallery, the whole length of the building to the stage.

To be admitted to a sitting there, we each paid a quarter of a dollar; it held about 2000 persons; the pit was without seats, and contained about 4000, to which every one is admitted without payment.

The Chinese Government and the wealthier members of society remunerate the performers for that arrangement; and to look down from the gallery on this, as it were, paved surface of shaven heads was singular beyond description; and so closely were they packed, that the movement of one forward or backward caused a corresponding movement in a long line of those adjoining, forcibly reminding one of a field of ripening corn, particularly when agitated by a current of wind. Nor shall I soon forget the ludicrous effects produced by the bursting of a lighted cracker thrown above them from the stage. In an instant a canopy of fans was spread, each anxious to save his individual scalp from the scorching of the falling sparks.

The plot of the play appeared to us to be the bestowing the honour of nobility, by the Emperor, on one of his generals for great military services. The dialogue was carried on in shrill squeaking voices, accompanied by tinkling bells, deep-toned gongs, and hollow drums, producing the most discordant and disagreeable din imaginable.

The dresses were magnificent and becoming, and of the flowing-robe costume; the banners numerous and handsome; the music horrible; the female characters were personated by men, and there was a

grace and elegance in their appearance truly surprising.

There was no change of scenery, the stage being separated from the inner part of the building by a partition, ornamented with banners, etc.

On each side in front were large entrances, closed with curtains, which afforded ingress and egress to the performers, who were very numerous.

The first act was closed by feats of tumbling of a very superior description; but, as the heat was becoming intolerable, we soon afterwards quitted the scene, and returned to the 'Wellesley' on the following day.

On the 2nd of October, we bade a willing adieu to the sterile-featured rocks surrounding our dreary and desolate detention in Toong-Koo Bay, and again anchored in Macao roads, moving on to India on the 4th.

The end of the following November, the 'Wellesley' anchored in the harbour of Trincomalee.

Rumours of a war existing between the Persians and Burmese, preparations were immediately made to refit for sea, and we sailed on the 16th of December.

30*th*.—At noon, we were near Geriah. On a hill near this place there is a remarkable large banyan-tree, which is very ancient; this (*Ficus Indica*), the

Indian fig, or banyan-tree, the symbol of India herself, actually possesses in its verdant-growing and increasing state a principle which defies the course of ordinary vegetable decay, and puts on the semblance of immortality. It is not dependent on a single root or trunk, the labour of which, and consequently their tendency to decay, increase with the increase of the tree. The branches divide the labour with the roots that produced them, and as soon as they have extended to that lateral distance which requires a prop to support them during the violence of the storms, they dart down perpendicular shoots, which instantly strike root in the ground, and at once give stability, and send up nourishment to the tree, the original stem of which they in time emulate in diameter; and the whole tree stands a grove of three or four hundred massy stems, all ramified into one verdant canopy, so that no storm can root it up, and each contributes to the nourishment and life of the whole.

It is accounted a sacred tree, and generally grows upon the rich and humid banks of the larger rivers.

In the afternoon H.M.S. Cruiser hove in sight, signalizing she had important intelligence to communicate.

The captain came on board, and immediately

afterwards I was informed by Captain Maitland that the whole party of marines would be required to land the following morning at daylight to dislodge a party of insurrectionists, who had attacked and taken the town of Vingorla. As we had passed that place the previous day, the ship was put about on her return. My preparations were soon completed; each man was provided with sixty rounds of ball cartridge.

31*st*, *ten o'clock* A.M.—It was almost a calm; the point of attack was about five miles distant; my party were ready, and in excellent temper.

At three P.M., the wind favouring us, the 'Cruiser' led in the 'Wellesley,' and we anchored in Vingorla Bay, about a mile from the beach. The men stood to their arms, impatient of restraint; the ship's guns were shotted; the boats about to be hoisted out for our conveyance to shore. Scarcely an inhabitant was to be seen.

On the left was a high hill; in front a sandy beach, and a long belt of cocoa-nut trees; behind that, a swamp; and in rear of all, a small town of Hindoo huts or wretched dwellings, not visible from the ship. Preparations for an attack on the place were immediately commenced.

At this critical moment a canoe was observed paddling off with all haste to the ship, with a

belted peon, or police-officer, seated in her. We paused in our proceedings, waiting his arrival; he came on board, and it was soon manifest that we were proceeding on most erroneous information. There had been no insurrection; but the town of Barra, in the neighbourhood, had been unexpectedly attacked by a band of four hundred Pindarree robbers, who were repulsed by some companies of the 16th Native Infantry, having seventeen killed, and more wounded.

In the evening, Major Duff, the commandant of the cantonment, came on board to Sir F. Maitland, when the foregoing was confirmed, and then the 'Wellesley' again appeared in her pacific character. The next morning, however, at daylight we landed all the marines of the 'Wellesley' and 'Cruiser' (96), and the armed seamen (130), on a rocky point to the north of the town, and had singly to wind our way for half a mile up a rugged precipitous ascent to the level of a hill which commanded the town. Having reached this point, I formed the men into line, and put them through a few evolutions, descended, and re-embarked on board the 'Wellesley.'

We anchored at Bombay on the 9th of January, 1839.

On the 14th, a party of us visited the celebrated caves of Elephanta. It is an elegant and spacious

temple of worship, dedicated to Vishnu, sixty feet deep from the entrance, and many more in width. The roof is supported by numerous carved pillars; figures of gods and their wives. Some of them are from eighteen to twenty feet high, most elaborately and beautifully sculptured, and the whole cut from the solid rock in wards, and of a date so far back as to be lost (about 4000 years). The temple is but dimly lighted by the entrances; this, joined to the strange uncertainty that hangs over the history of the place, carries the mind back to distant periods, and impresses one with that kind of uncertain religious awe with which the grander works of ages of darkness are generally contemplated.

On the 17th of January, 1839, the anchor was weighed, and the 'Wellesley,' after calling at the town of Mandavee to embark the 40th Queen's Regiment, arrived at Kurrachee on the 1st of February, and anchored about musket-shot off a square fort on the crest of a promontory, about three miles from the town.

Dispatches having been received for us to attack and take possession of the town, the ship was cleared for action, the guns shotted, the boats hoisted out to land the 40th and artillery on the following morning.

All night and the next day, the preparations for

war and mortal conflict continued. I was directed to have my party ready at daylight for immediate landing. Lieut. Jenkins, of the East India Company's Marine, went to the fort with a flag of truce to require its surrender, but the commander would enter into no conditions. Accordingly the 40th were put into the boats, and, under cover of the ships 'Algerine' and 'Constance,' landed on a sandy beach to the westward of the battery, which fired but one shot in opposition. The 'Wellesley's' broadside was soon brought to bear on its sea-face, and the defenders speedily driven out. In less than an hour a practicable breach was effected, a party of the 40th Regiment marched in and took possession, and the union of England soon waved above its walls.

Many of the seamen being away in the boats, the marines were detailed to fight the ship's guns.

Arrangements having been completed with the military and civil authorities for the peaceable surrender of Kurrachee, the boats of the ship proceeded at daylight on the 4th to the encampment of the 40th Regiment, on the Munkaro Hill, from which they descended, embarked, and immediately departed to take possession of the town.

On the 10th February the anchor was weighed to return to Bombay, arriving there on the 15th,

where we remained over a week; but the fatal malady of cholera made such ravages in the 'Wellesley' during that time, that it was considered expedient to leave for the Gulf of Persia, and we sailed on the 23rd, and arrived off Bushire on the 20th of March following, and anchored at the distance of five miles, in six fathoms water. The Company's sloop-of-war the 'Clive' was off the town; she saluted the Admiral's flag, which was returned by the 'Wellesley.'

I landed at Bushire, which at a distance resembles a city half built. In passing one of the takiehs, or large tents, fitted up for the performance of the Moharrem, I observed that the chanting of the moolah, or priest, had so powerfully wrought upon the feelings of some of his bearded audience, that several of them sobbed aloud.

In some of these mournful assemblies it is the custom for a priest to go about to each person at the height of his grief, with a piece of cotton in his hand, with which he carefully collects the falling tears and then squeezes it into a bottle, preserving them with the greatest caution. This practically illustrates that passage in Psalm lvi., 8th verse, "Put my tears into thy bottle." Some superstitious Persians believe that, in the agony of death, when all medicines have failed, a drop of

tears so collected, put into the mouth of a dying man, has been known to revive him; and for this use they are collected.

I visited the Residency, which is about a mile from the town landing-place; it is very spacious, and consists of several buildings and a small barrack; the whole surrounded by a wall or rampart varying from ten to twenty feet high, and generally with a parapet and loop-holes, with large double gates to the interior.

Opposite to the Residency is a landing-place, not at all times accessible, and generally used, when so, by officers of the Company's ships in their intercourse with the Resident. The right of persons so to land, or embark, with their luggage, without examination, or the sanction of the Governor of the town, had for some weeks before the arrival of the 'Wellesley' been a subject of angry discussion between the Resident and that officer, a dispute which had determined the former, if persisted in, to withdraw the Residency and quit town.

It was intimated by the Governor to Sir F. Maitland, that he would not be permitted to re-embark from thence, in violation of those regulations; but Sir F. Maitland determined otherwise, and I received directions from Captain Maitland to be ready

with fifty marines for service at daylight the following morning.

Accordingly, at dawn of the succeeding day, the 25th March, the armed boats, after a pull of eight miles from the 'Wellesley' (she having previously gone out into deeper water), approached within gunshot of the beach. The Persians soon opened a smart fire of musketry upon us, on both flanks, from a tower on the right, and a breastwork on the left. I was in the boat to the left of all, and though many balls whizzed past and over us, none of us were hit, and only one struck the boat on the quarter.

I did not permit the marines with me to return the fire, but pulled rapidly for the beach, and jumping instantly on shore, formed the detachment as quickly as the other boats could come in to land them, and then the Persians fled away in all directions, and for the time Bushire was in our possession. The damage on our side was but trifling, a sergeant and two privates of my party only being struck by the musketry.

The luggage was brought from the Residency and put into the boats. I afterwards marched a party of thirty men to the gates of it, returning with them as a guard to Sir F. and Lady Maitland, and Mrs. Hennell, the Resident's wife, who were

safely embarked in the boats, and returned to the ship.

Captain Maitland remained to superintend the embarkation of the treasure and some other valuable effects. His life was in great jeopardy; the moment he landed, a Persian soldier, close to him, levelled his musket at him, the muzzle of which was instantly struck upwards by Sir Frederick Maitland, and after much resistance and the assistance of two others, the piece was wrested from the assailant, who was permitted to walk quietly off.

CHAPTER V.

DEFENCE OF THE RESIDENCY AT BUSHIRE.—NEGOTIATIONS.—THE DEPARTURE OF THE RESIDENT.—A PERSIAN COMMISSION OF INQUIRY.—THE FIGHTING SHEIK.—BOMBAY.—THE CAVES OF KANARI.—SICKNESS.—PREPARATIONS.—AN EASY VICTORY.—CASUALTIES.—A CHASE.—RETURN OF THE EMBASSY.

As the Resident's own guard of thirty-four Sepoys was deemed inadequate to defend the Residency in case of an attack from the irritated Persians, I remained behind with thirty of my men, including non-commissioned officers, as an additional security, having also with me Lieutenant Urquhart, and the volunteer services of Lieutenant Walker, of the Bombay Engineers, who had come as passenger with us from Bombay, to join the forces on the island of Karak.

That evening the defences were looked to, some accessible points barricaded, and double sentries,

a marine and sepoy, placed in commanding posts for observation; but the night passed off quietly, and at daylight I withdrew the marine sentinels from the ramparts, and soon afterwards all the boats of the ship were discerned in the distance approaching the shore. They landed without opposition, and the whole of the day was passed in transporting from the Residency to the ships in the offing the furniture and effects of Captain Hennell; but so much still remained in the evening, that the Resident decided upon remaining on shore until the following day.

About sunset a large party of armed Persians began to show themselves on the left of the Residency. I immediately brought out, and drew up in front of the gates, the guard of marines and sepoys, to repel any assault or annoyance that might be offered to the boats employed on the beach; but none was attempted, and after the boats had put off to the ships, and were beyond musket-shot, I withdrew my men within the Residency; and the night, which was a beautiful moonlight one, passed away in quietness; but day dawned on the 27th with a high wind from the north-west, raising a heavy sea, directly in a line with the landing on shore, and effectually interrupting the communication with the ship.

In the course of the day, a large armed party of men of the Tungistan tribe, under the command of their powerful chief, Bokka Khan, were descried crossing the plain and entering the town; in the evening about two hundred of them paraded in front of the Residency. I drew out my men as before, when they passed on to the right and dispersed.

That evening I employed some of my men in making and filling flannel cartridges, and bags of bullets, with the able assistance of Lieutenant Walker. Two swivels were also mounted in commanding positions of the Residency; these were precautionary arrangements in the event of the Persians having the temerity to attack us. The next day we observed that in the course of the previous night the Persians had placed two guns in a square tower to the left of the Residency, and most part of the morning they were engaged entrenching themselves there, and forming a breastwork of sand-bags. More armed tribes also entered the town, the wind and sea moderating a little. Three or four boats from the 'Wellesley,' with others from the 'Clive,' and 'Elphinstone' Company's ships of war, approached the landing-place, and more luggage, with several servants of the Resident, were got on board.

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In the morning I had a four-pounder brass gun removed from a low bastion to the roof of a high centre building, which completely commanded the Persian breastwork and the two guns.

Lieutenant Jerningham, of the 'Wellesley,' while standing on one of the terraces of the Residency, was fired at by a Persian from a distance. The Resident immediately demanded an explanation of this outrage from the Governor, who said that if the man could be discovered he should be punished. But this was not the only hostile demonstration. I observed a party of armed men on the roof of a mosque not far distant; and although there were constant written and verbal communications passing from and to the Governor, Bokka Khan, and the Resident, it was evident to me that the Persians, who were notorious for perfidy, were only seeking to gain time and numbers,—and our measures were taken accordingly.

In the evening the Persians assembled in great numbers in their fortified position; and as some of the ship's boats were still on the beach, I again brought out my party for their protection, and previous to their departure, exercised the sepoys with the marines, in marching in line, column deploying, etc. During the course of the movements I was brought somewhat close to the Persian po-

sition, and, as I afterwards learned, very much alarmed them; one of the chiefs desired his men to circle round him in case I should fire, and another retreated behind a stone wall. I could easily have routed them, but my business was not to *commence* hostilities, but to protect the Resident.

As the boats departed, I returned to the Residency. The Persians brought another gun to their position in the night.

At daybreak, on the 29th, more armed men were seen approaching the town from the plain; the heavy sea on the beach prevented the boats coming to the Residency; but a deputation of native merchants from the town went off in a large country boat to Sir Frederick Maitland to endeavour to arrange some amicable explanation between him and the Governor; but the right of the Resident and his servants to land or embark at the Residency at all times with their luggage without hindrance or molestation, was a *sine quâ non* of Sir F. Maitland's, and unless that were agreed to, Captain Hennell could not remain in Bushire as the British Resident.

While the discussion of the stipulation was pending, the Governor in person and Bokka Khan had the effrontery to parade a large party of men, and place in front of the Residency, the disputed

place of boat-landing, a round tower to command it. This ridiculous, though ill-timed and insolent proceeding, settled the preliminaries at once: the Resident would not consent to remain on any other condition than the removal of the obnoxious Governor from Bushire, and this determination he succeeded in making known to the Admiral in the course of the night. As the weather still continued very boisterous, and there was no foreseeing how long it might continue so, or what our numerous opponents might rashly attempt,—in case of the last emergency, we formed the central building into a small citadel, breaking openings through the floors of the rooms above to command with musketry those below, removing all the ammunition to the terraced roof, and getting up biscuit and water, and in this commanding position we could successfully defy a thousand Persians sufficiently long to obtain a reinforcement from the ship, if required; but it was either not their policy to attack us, or they had a salutary dread of our superior skill, for with the exception of a large party of them assembling in front of the Residency at about two o'clock in the morning, the night otherwise passed away uninterruptedly.

The morning of the 30th opened with calm and beautiful weather, the boats were soon again de-

scried approaching the shore, their guns in their bows. The embarkation of the retinue and the luggage continued until nine o'clock, when all being completed, and the Resident's guard of sepoys in the boats, I finally quitted the Residency, and marching my thirty men through an assembled crowd of between four and five hundred armed Persians, again re-embarked them, the armed boats backed out, their guns pointed to the shore, but the Persians were intimidated, and no molestation was offered to our proceedings. I accompanied the Resident, with Captain Maitland in his gig-boat, and when that functionary stepped on board the 'Wellesley' he was received with a salute of nine guns.

Sir F. Maitland complimented me on my return to the ship, and Captain Hennell was full of praises for the good and effectual protection we had afforded him, which he assured me he had much pleasure in reporting in the strongest terms to the Bombay Government.

I was very glad to be again on board the 'Wellesley,' not having had my clothes off the whole time I was on shore, nor scarcely taking any rest.

In the afternoon the anchor was weighed, and the ship proceeded to sea, and accompanied by the

'Algerine,' again anchored, about a mile and a half from the island of Karak, on the north-east side.

On the 2nd, several officers came off to invite us to the cantonment. I landed with one of my messmates for a walk on the island.

The conduits of water were of singular construction, though common throughout Persia; it is a gallery cut through the solid rock at a considerable depth below the surface, having shafts sunk along the line (which is from the hill to the beach) at about thirty yards apart, and which admits the light and air below; they are of the depth of sixty or seventy feet.

We also visited some tombs on the north end of the island; there were some very ancient chambers carved out of the solid rock. Some ornamental cornices were still visible, but time had defaced the images, which had been carved on a large slab of the rock opposite the entrance. Karak is of an irregular form, about thirteen miles in circumference; it is entirely of coral and testaceous formation; the low ground is covered with sand.

On the 8th of April the 'Algerine' left with the Resident's dispatches for Bombay, and the intelligence received of the marching of forty thousand Persians from Teheran, under Prince Mirza, upon

Herat, and of two thousand others, with ten pieces of cannon, on the 2nd instant, from Shiraz for Bushire.

Dispatches having arrived from Bushire with intelligence that an accredited functionary from Shiraz was daily expected to arrive to investigate the conduct of the Governor in his late transactions with the Resident and Sir F. Maitland, a dispatch-boat came over from Bushire with intelligence of the arrival in that town from Shiraz of the khan on the mission before stated.

The 'Wellesley' proceeded, on the 15th, to Bushire, Captain Hennell being on board; the 'Elphinstone' and 'Tigris' in company.

On the morning of the 16th the ship again anchored about seven miles from Bushire, and in an hour afterwards the great Khan, accompanied by Bokka Khan, the Tungistan chief, and a numerous suite in two large boats, neared the ship and came on board. He was received with a sergeant's guard, and was immediately conducted by Captain Maitland to the admiral's cabin; the conference then commenced.

The Khan afterwards, accompanied by his followers, went through the ship, store-rooms, etc., examining with much surprise the guns and equipments. Some of the party remained for a time on

the quarter-deck, listening with pleased admiration to the music of the band. By five o'clock in the afternoon they quitted the ship on their return to Bushire.

It appeared that the Khan stipulated that Captain Hennell should again take up his abode as Resident in the town, when all things could be arranged to his satisfaction. Captain Hennell required the removal of the Governor; but that functionary stoutly denied that he ever said to Sir F. Maitland that he should oppose his embarking from the landing-place at the Residency, and that he fired upon the boats because they were filled with soldiers and other armed men. That night we steered for the island of Bahrein, on the coast of Arabia. The 'Elphinstone,' in company with the 'Tigris,' returned to Karak with Captain Hennell.

On the 21st we anchored off the town of Maharay. The following day the son of the sheik of Bahrein came off to see the admiral; he was accompanied by a numerous suite of Arabs of all ranks, and Africans, altogether a hundred; they went through the ship, or sat in groups on their haunches upon the quarter-deck listening to the music, while detached at a short distance was to be seen a line of a dozen or more at their Mohammedan devotions, their faces to the sun, prostrating

to the deck, and pressing it with their forehead. The sheik remained on board about two hours, and on quitting received a present of red cloth, shawls, a watch, etc.

On the 23rd, the wind being favourable, the ship stood out to sea. Shortly afterwards a large boat from the town was seen following, and came alongside, bringing another Arab visitor, "Sultan Ben Shahboot," the fighting sheik of Boothabee. His followers were not numerous, though wild and warlike. This tribe, being from the mainland, were not on very amiable terms with the Bahrein, though then they were allies; an attack to conquer them and possess the country was daily expected from troops in the neighbourhood belonging to Mahomet Ali, the sovereign of Egypt. The distinguished Arab visitor, with others, remained some time looking over the ship, and appeared well pleased with the visit.

The weather becoming oppressively warm, and not healthy, we were glad to hear the welcome command of "All hands up anchor," and the ship was soon under weigh for Bombay, where we stayed some days on our way to Trincomalee, arriving there the end of May, 1839.

For some months we were cruising about, occasionally anchoring at the two last-named places;

the time was passed, when opportunity offered, in exercising my party of marines, and accepting the hospitality of the Consul's house.

A great deal of sickness prevailed among the crew. I was seriously ill for some time, and, on the 30th November, 1839, Admiral Sir Frederick Maitland fell a victim to the prevailing epidemic. In him England lost an able, active, and energetic officer. His remains were interred in the cathedral on the 2nd of December.

On the morning of the 12th I accompanied three of our officers to the town of Tanna, on the left bank of the Bhowndy river, and about twenty miles distant, for the purpose of visiting the caves of Kanari, on the island of Salsette.

The cave temples are formed out of a high knoll or hill. It is not only the numerous caves that give an idea of what the population of this barren rock must once have been, but the tanks, the terraces, and the flights of steps which lead from one part to another; yet not a human footstep is heard, except when the curiosity of a traveller leads him to visit the ruined habitations of those whose very name has passed away, and whose once cultivated fields have become an almost impassable jungle.

We left Bombay on the 4th of January, 1840, and anchored in the harbour of Trincomalee on

the 28th, where we met the 'Alligator,' Captain Sir Gordon Bremer, the senior officer of the station, who had hoisted the Commodore's pendant, which at sunset was transferred to the 'Wellesley.'

On the 20th of April we arrived at Singapore.

For some weeks my health had suffered so severely from the prevailing complaint of dysentery that my life was despaired of for several days. Captain Maitland kindly gave his cabins for my use, until I was strong enough to go on shore at Singapore for the benefit of my health. I recovered sufficiently to return to the 'Wellesley' at the end of the month, when the anchor was weighed.

Our squadron, consisting of the 'Wellesley,' 'Cruiser,' and 'Algerine,' ships of war, the 'Queen,' 'Madagascar,' and 'Atalanta,' steamers, the 'Rattlesnake,' troop ship, and fifteen transports, anchored in the outer roads of Macao on the 21st of June, and were to the southward of the Great Ladrone Islands on the 24th. Being favoured with a fine breeze, the 'Wellesley' passed rapidly along through the Formosa Channel and into Tung-Hae, or Eastern Sea, arriving off Buffalo Island on the 1st of July, and was soon after daylight in tow of the 'Atalanta' steamer, steering for Chusan Island, where we were to commence operations against

the Chinese for the various insults to the English flag.

At an early hour on the morning of the 3rd of July, the 'Atalanta' was on her way to survey the passage and approaches to the harbour of Chusan, which was effected; in the execution of this most essential object she twice grounded, and did not return to the 'Wellesley' till two P.M., which was too late for the ships of war and transports to weigh and commence offensive operations.

The next morning the 'Wellesley' was in tow of the 'Atalanta,' and in rounding a point of a small island near the town both grounded on the mud; the 'Wellesley' fell on board the steamer, smashing two boats and otherwise injuring her, but most fortunately without deranging the paddles or machinery. The 'Wellesley' lost some spars, but in half an hour both ships were again afloat, without further damage; and the 'Wellesley' anchored about eight hundred yards from the town.

Ten or twelve war junks were moored in line abreast of us, also from two to three hundred Tartar and Chinese troops, armed with matchlocks, bows and arrows, spears and swords.

About fifteen guns of small calibre were placed on a hill along the sea face of the town, to dispute our passing.

Towards evening, the 'Conway,' 'Alligator,' and 'Cruiser' anchored about three hundred yards from the beach.

The marines of the squadron, 132 in number, were assembled on board the 'Wellesley' and the five other ships.

At sunset the 'Rattlesnake' troop-ship arrived, with part of the 18th Regiment (226), and preparations were commenced for landing immediately; however, a summons to surrender was first sent to the Chinese admiral, who afterwards, with other influential functionaries, came to the Commodore. It was agreed that if no message were sent in reply, it was to be understood as expressive of determined hostilities; the time was limited to midnight, but no answer was received. In the meantime, the Chinese were not idle; they were getting more guns into position, and forming breastworks of bags of rice and grain, but miserably inadequate to resist the power we were on the eve of pouring on them.

During the tedious delaying of the assault, all the transports with the remainder of the troops had arrived at the anchorage. The signal was made for them to prepare to land. Between two and three P.M. the advanced guard, consisting of the Royal Irish and the Royal Marines, being assem-

bled ready in the boats, a shotted gun was fired from the 'Wellesley' to ascertain the intentions of the Chinese, who promptly returned the fire from all their guns and war junks; but it was of very brief duration,—the broadsides of the 'Wellesley,' 'Conway,' 'Alligator,' 'Cruiser,' and 'Algerine' were too overwhelming, and the enemy fled in all directions. When we of the advance had gained the beach, not a soldier was left to oppose us; the dead and wounded were numerous, several shot struck the shipping, but on the side of the English not a man was hurt. The troops and inhabitants of the port or suburb fled to the city of Ting-hae, on a plain surrounded by swamps and rice-fields, a mile and a half distant.

The advanced guard marched and took possession of the hill on the left, and of a large joss-house on its summit, which was speedily converted into comfortable barracks, while the remainder of the troops landed and occupied positions commanding and leading to the entrances of the city, from which a firing was kept up on the advanced pickets. The artillery were busied in getting guns into position. All were quiet by ten o'clock at night, except those engineers employed in constructing scaling ladders for carrying the city by assault on the following day; but all that night the inhabitants were

silently fleeing from their homes, followed by the garrison.

At dawn of the 6th, the reconnoitring party, cautiously approaching the walls and gate, found that all opposition had ceased, and, mounting the wall by means of a ladder found near, descended to the gate, and removed from it the barricade of bags of grain and rice. The covering party immediately entered, and soon afterwards the Grenadiers of the 49th Regiment, but the place was their own; all had fled, and on our side the victory was bloodless.

In company with Colonel Adams of the 18th, I was in the city soon after daylight. The Chinese had destroyed the bridge over the wide and deep ditch by which Ting-hae is surrounded, and we crossed it on three round spars temporarily thrown over it by the engineers. The passage from the entrance of the gate to the ascent of the ramparts was by short right angles, and to my apprehension Ting-hae, with a large and resolute garrison, might be successfully defended against very superior numbers.

Early that morning a disastrous fire broke out in the town, below the hill which was occupied by the advanced guard, who were then all assembled under arms for parade and muster. The fire raged

with great fury for some hours, and many houses were destroyed.

As nothing remained to do which could longer require the co-operation of the marines, we prepared to leave our bivouac of the preceding night, and as we did so received three hearty cheers from our comrades of the 18th, which was returned with as much sincerity by the Royal Marines; and we were on board the 'Wellesley' in the afternoon.

The whole party under my command conducted themselves to my entire satisfaction; their steady and soldier-like conduct gained the approbation of all on shore; and in landing we were the first troops formed on the strand.

In the evening, H.M.S. Melville, bearing the flag of Rear-Admiral Elliott, the successor of the late Sir Frederick Maitland, arrived in the harbour, towed by the 'Atalanta' steamer, and received considerable damage by running on a sunken rock.

On the 18th the city was all but deserted, the few shops that had been opened having closed, and the occupiers moved off.

The Chinese were forming an encampment near the landing-places of Ningpo.

On the 23rd of July two Chinamen lost their lives, one in trying to elude the vigilance of a sentry of the 26th Regiment, who, on observing him

descend the wall by a ladder with a bundle of stolen clothes, called to him to stop, but he ran from him, and the sentinel fired and killed him instantly, the ball passing by the back through the heart. The other Chinaman had also been plundering, and was going under charge of a sentinel to the chief magistrate, and, watching his opportunity, threw himself into the adjoining canal, and was drowned before assistance could be procured.

Some consternation was created at this time by the forcible carrying off, by the Chinese in the next village, of a person belonging to the Commissariat Department, who was in the country purchasing bullocks for the troops; this functionary was a Chinaman, from Macao, who spoke the English language well. Several small military parties were immediately formed and sent in pursuit and rescue, but the general belief was that he had been murdered by the orders of some Mandarin as a treacherous Chinaman.

At six o'clock on the morning of the 30th, we were under tow of two steamers, lashed on each side of the ship, but the tides being very strong and full of eddies, the 'Wellesley' could make no progress against it, and it was not until after sunset that she anchored off Buffalo Point, although the distance was not thirty miles.

The next day we were again under weigh. The wind having greatly increased, the ship was taken aback in a heavy squall, accompanied with rain, splitting and rending the foresail and fore-top-sail, and carrying away some ropes, which, with the continuing lurching and plunging of the ship in the heavy sea rendered it most uncomfortable.

While at anchor, off one of the larger Chusan Islands, some of the inhabitants came off requesting protection against three Chinese pirate junks of Fokien, then at anchor off a small town. Captain Anson, of the 'Pylades,' being in company with the 'Wellesley,' immediately dispatched armed boats to capture them; in attempting to board (always impracticable from their great height) the boats were repulsed, losing two seamen killed and one marine dangerously wounded. The boats hauled off and opened on the junks a well-directed fire of musketry, the Chinese were soon driven overboard, losing about twenty men killed. On taking possession, seven were dead on the deck; many were killed in the water; two survivors were found concealed in the hold, and were taken as prisoners on board the 'Wellesley.' Two of the junks escaped, the one captured was burnt.

On the 4th of August we were in the province of Shuntung, advancing with great circumspection

in that uncertain navigation. After running about seventy miles, the ship anchored, for the night, near Bamboo Island, to avoid the numerous small rocks.

The next morning the rocky islands were approached; at that critical moment we were enveloped in a dense and impenetrable fog. The necessary precautions were used to warn the squadron of our locality. In about two hours the weather cleared off, and we were all soon under sail, passing through an archipelago of islands of various dimensions. One of them, Chang-Sang-taou, or Long Hill Island, had a good and spacious harbour, wherein more than thirty junks could be seen at anchor. We directed our course for the river Pay-ho; the soundings were regular, the sea smooth, and thus this Scylla and Charybdis were threaded in safety and without accident.

On the 19th of August the 'Pylades' was directed to chase and bring to the Admiral a Chinese junk not far distant; this was speedily effected, and two of the principal persons of her were brought on board the 'Wellesley,' when it was arranged that they should pilot the steamer close to the mouth of the river, and from thence the armed boats to the town of Ta-koo, or first mandarin station inside the river, with a view of conveying a

"chop" or "dispatch" to the Emperor at Pekin, with an ultimatum of the Government of England, and threat of hostile proceedings in the event of its rejection by the Court of Pekin.

The 'Wellesley' could not, with safety, move closer in, but the 'Modeste' sloop continued her onward course to 5 fathoms and 4 miles nearer.

On the 13th, Captain Elliott, Messrs. Clarke, Astle, and Morrison, and Lieutenant Cotton, of the Engineers, left the ship for the steamer, accompanied by two armed boats from the 'Wellesley,' two from the 'Blonde,' and one from the 'Modeste,' in prosecution of the arrangement of the previous evening. In the evening the embassy returned, having so far succeeded as to be met at the entrance of the river by a mandarin boat at the tower on the left bank. The letters were received by a grandee of the third class, the Governor of the district "Pe-chih-le," to whom they were directed, being at Takoo; but the dispatch from Lord Palmerston, Secretary of State for Foreign Affairs, to the Mandarin of similar powers at the Court of Pekin, could not be received and forwarded until permission was obtained from the Government, and an interval of six days was required for instructions from Pekin on the subject.

CHAPTER VI.

TERROR OF THE CHINESE.—WITHDRAWAL OF THE DIPLOMATISTS.—AN OFFICIAL VISIT.—A NEW LIGHT.—THE GREAT WALL.—MORE DELAYS.—BAD NEWS.—SHOCKING CONDITION OF THE SICK.—ILLNESS OF THE ADMIRAL.—DISAPPOINTMENT.—HOSTILITIES COMMENCED.—ATTACK ON THE ANUNGHOY FORTS.—A FRIENDLY DEMONSTRATION.—THE CHINESE NEW YEAR.

THE entrance to the Pay-ho is too shallow to admit vessels of greater burden than from ten to twelve feet crossing the bar, the banks being low and slimy and the country flat.

About three hundred Tartar soldiers were at the tower, occupied in throwing up an embankment and forming a deep ditch in its front.

The heat at this time was very oppressive, and sickness in the ship on the increase, more than 120 being under the doctor's care.

On the 13th, a Mandarin of the sixth rank (white opaque ball or jade stone on the top of the cap) came on board, attended by one of the ninth and

lowest (ball of worked gold); they came to acquaint the Admiral that the Chinese Government authorities were desirous of giving every facility for supplying the squadron, during their stay off the Pay-ho, with fresh meat, fowls, vegetables and fruit, or anything else that might be required and could be procured; a requisition was accordingly prepared. These Chinese officers were to remain on board until the next day, as it was much too late for them to return to the river. On the following day we received the provisions, which were distributed amongst the sick for their use.

On the 14th the Mandarin was again on board with a letter from the Governor of the province, staying at the city of Tien-Sing, or "Heavenly Spot," on the right bank of the Pay-ho, and fifty miles from its entrance. The purport of the letter had a tendency to pacific measures, and a request that the Plenipotentiaries would intrust to the bearer Lord Palmerston's letter for transmission to the Court of Pekin.

In the evening of the 19th we were under weigh. The weather being thick and hazy, accompanied by a gale of wind, the ship was cautiously steered, for shelter, to leeward of the northernmost of the Chusans, a small rocky and uninhabited island, where we anchored for the night.

On the 20th the 'Wellesley' was again under sail to gain the shelter of Toki, a large and populous island. As we approached the anchorage off the principal town, the affrighted inhabitants, many of whom were women and children, were seen by hundreds moving along a steep road and ascending the rugged hills in the distance, fearing we had come to attack and pillage the place.

So soon as the ship had anchored, two boats pulled in for the landing-place with Captain Elliott, Captain Maitland, and Mr. Morrison, who quickly explained to the chiefs that our object in visiting their island was for fresh provisions and water, for which a just payment would be made, and not to alarm or molest them. By this judicious proceeding confidence was soon restored, and in the evening some of the natives came alongside with a supply of stores for the ship.

On the following day several Chinamen were on board; all was novelty to them; their astonishment and admiration seemed unbounded, and when a musical snuff-box, belonging to one of the officers, was set in motion, they were in raptures with the music, putting the box up their sleeves, "hi-yawing," and performing all sorts of gestures expressive of delight. The igniting of a lucifer-match was regarded at first with silent awe; a box filled

was given to one of them, and when shown how to produce the fire and succeeding in lighting it, no words seemed adequate to give vent to his joy at this sudden and great acquirement.

A telescope was no less an instrument of wonder and admiration: to place the glass for them so that the focus should embrace some known object on shore to catch the eye of the beholder, was to ourselves a spectacle of great amusement; it seemed so to bewilder them as though the thing seen had of itself suddenly come close to them, and they, doubting the reality, would withdraw the eye and look along the glass, and then again through it, not comprehending the miracle. A long-drawn "hi-yaw" invariably succeeded, and the glass was speedily resigned with a hasty invitation to another of his countrymen to gaze through. Some of them, like children, could not bring the eye to it, and though very desirous to see its wonderful powers, it was in vain we endeavoured to teach them how to enjoy it. I imagined these islanders to be quite a primitive people, few ever leaving its shores for the mainland, and none having ever before seen a European ship at anchor off their town.

On the 26th we were again at anchor off the Pay-ho.

The reply of the Court of Pekin to Lord Palmerston's communication to the Chinese Government was limited to this day. Peace or war depended on it. The 'Volage,' 'Pylades,' 'Madagascar,' and 'Malcolm' transport were at anchor near us. The squadron weighed and proceeded as close to the harbour's mouth as the depth of water would admit; this movement was but the prelude to more hostile demonstrations, should the Chinese Government prove intractable.

No communication being received from the Chinese Government, Admiral Elliott, with all the diplomatists, embarked at daylight of the 27th, in the 'Madagascar' steamer, which had been relieved the previous day of her heavy stores, to enable her to pass over the bar of the Pay-ho. The intentions of the Admiral were not generally known, beyond that some decided measures were to be adopted to ascertain immediately the real intentions of the Court of Pekin. At nine o'clock at night the steamer returned with the Admiral and suite, and although some hours off the Bar no "chop" or intimation of any kind was sent to her by the Chinese.

A considerable encampment and tents were observed to have been recently formed near the village and around the tower on the beach, the

armed boats were directed to be made ready, and I received orders to have all my men prepared for fighting service.

On the 28th, I was under arms at daylight with a hundred of my men; there were, however, some changes in the arrangements, by reason of a telegraphic communication from the 'Volage' in-shore, to the purport that a mandarin of rank had been out the previous night in a junk, and again returned to acquaint them that a "chop" from the governor of the province was on shore waiting to be sent for. Captain Elliott, who commanded the 'Volage,' explained to him, that neither in the present condition of hostile affairs, nor in etiquette, could that be complied with; and also, that it must be brought to the Admiral by a mandarin of high rank immediately. Instead therefore of the whole armament proceeding at once for the harbour, I accompanied Admiral Elliott, with thirty of my men, in the steamer for the bar, which we reached about eight A.M., but that barrier to the entrance of the Pay-ho could not be surmounted, excepting at high water, which would be at two o'clock P.M.

Boats from each ship were, in the meantime, directed to move forward, sound, and anchor themselves at such distances in the passage of the bar, as would guide the steamer through without risk

of grounding; the depth required for her being eleven and a half feet.

In the interval the steamer towed the 'Pylades' closer in, also one of five junks alongside her, discharging vegetables, which, with four others laden with oxen, sheep, and fruit, the Chinese had sent out the previous day for the use of the squadron.

The weather was extremely hot, thermometer at 84°, and scarcely a breath of wind.

When the water was at the highest, and our hopes raised of approaching Takoo, they were unexpectedly checked by an error, as it afterwards appeared, in the sounding-line of one of the boats, which signalled the depth of water where she lay at ten feet, when it should have been twelve; this mistake entirely stopped the intended operations.

At five P.M., two mandarin junks were descried in the distance striving to approach us.

The 'Madagascar' steamed towards them, and a boat was sent to convey the official personages to the Admiral, the principal of whom was a man of high rank, his cap being surmounted with a ball of transparent blue, and, pendent behind, a peacock's feather with one eye; he was accompanied by our former visitor of the white opaque ball. Long discussions followed, through the medium of the interpreter, with the plenipotentiar ; finally, they

were reconveyed to the junks to return to the shore.

I was afterwards informed that the communication was to the effect, that the Emperor and his ministers, having accepted the conditions of the English Government as specified in Lord Palmerston's letter, had appointed the governor of the province to meet the British plenipotentiaries, and discuss and finally arrange with them the mode with which they severally were to be carried into effect. I was also informed that a commission of Chinese officers had been decreed to inquire into the conduct of Governor Lin at Canton.

Soon after the Mandarins had departed, the 'Madagascar' steered for the 'Wellesley,' and I was again on board with my men.

In the evening of the 29th, Captain Elliott, plenipotentiary, the interpreter, and others went on board the steamer; two of the ship's barges were in attendance, to land them on the following morning, inside the harbour, to meet the governor of the province of Pe-chih-le. Agreeably to the arrangement made on the 28th, the steamer steered for an anchorage close to the harbour's mouth, to avoid loss of time or delay in the proceedings.

In the afternoon of the 30th, the steamer returned; the result of the meeting of Captain

Elliott with Ke-Cheang, the Governor of Pe-chih-le, was of a pacific and favourable character. The Chinese Government was anxious to preserve peace, and ready to redress wrongs inflicted on British subjects at Canton. They had hitherto considered the British as tributaries, and, in confirmation of this belief, instanced the embassies of Lord Macartney and Lord Amherst to the Court of Pekin, in 1793 and 1816, each bearing tribute to the Great Emperor, the Son of Heaven, but now they found their error; the English were a great, powerful, and warlike nation, and must be henceforth ranked in all respects equal to the Celestial Empire.

The whole of the British suite landed at eight A.M. A Chinese breakfast, in all its varieties, awaited them, and every courtesy was paid by mandarins.

In accordance with Chinese customs and etiquette (the Admiral not being present at the conference), a dinner of many dishes was sent to him for entertainment, by the Chinese Government. The discussions between Ke-Cheang and Captain Elliott, in presence only of the interpreters, having closed for the day, they separated. The Emperor's "chop," being signified, would be sent off to the Admiral the next day's noon. In consequence, the steamer

went in-shore at the appointed time to meet the junk bearing the Emperor's "chop;" she returned in the evening, bearing the conveyor of it,—our frequent visitor of the white ball. The document was said to be of an unsatisfactory nature, procrastinating, and suggesting Canton as the place of meeting for the arranging the conditions of peace.

The tides were at the slackest, so that in the event of its having been decided to appeal to arms and terminate the negotiations, fourteen days must have elapsed before the steamer or either of the sloops could possibly have passed the bar.

The abundant supplies sent to the squadron were forwarded as a present from the Government, but the Admiral having asked for the refreshments upon the express condition of their being paid for, sent in one thousand dollars by the steamer for their payment; they however came back by the same conveyance in the evening.

On the 1st of September the steamer steered for the harbour, with the visitor of the "white ball," and a reply to the chop received the day previous; the thousand dollars also accompanied him, enclosed in a wooden box and addressed to the Governor. Ke-Cheang asked for a further delay of ten days for deliberation, which was not granted.

The Admiral, however, removed to the 'Mada-

gascar,' with a view of going ninety miles to see the great wall of China. It is said to have been completed three hundred years before the Christian era, and by being built with care and skill has been preserved durable and solid for more than two thousand years nearly entire.

It is carried through valleys and over mountains, and across an elevated ridge, ascertained to measure 5220 feet; the wall extends in a course of 1500 miles, doubled and trebled in many parts to take in important passes; crossing upon arches over rivers, and intersected at every hundred yards with square towers or massy bastions. It is inconceivable how the materials could have been conveyed, and such structures raised, in situations apparently inaccessible, and for a length like that of the boundary-line between the civilized Chinese and several restless Tartar tribes.

The importance of this great wall has in some measure decreased since the territories on each side of it have been subjected to the sway of the present dynasty of monarchs, of the tribe of Mantchou Tartars, who took possession of the Chinese throne in 1644. The name of the present Emperor is Taou-Kwang, who commenced his reign in 1820,—a man of quiet and retired habits, without talent for business.

The Chinese wall is twenty-five feet high from the base; parapet at the top, one foot six inches. The Chinese look upon it now with perfect indifference.

On the 4th of September a Chinese junk came alongside the 'Wellesley,' bringing again Pe-lin-chaing or "White Ball;" he was the bearer of a chop from the Governor, also of the box of *wandering* dollars; he intimated that an officer of inferior grade would be deputed to come on board for them, it being derogatory to his rank to receive and convey them to the Governor. Pe-lin-chaing then returned to the port, and the Admiral and suite to the 'Wellesley.'

On the 8th of September we were startled from our dinner by a confused noise of the people rushing upon deck, followed by the alarming cry of "The ship's on fire," and the drum beating to quarters. The guard of marines quickly assembled under arms on the poop, and the working party attended where their services were most required in the sudden emergency; the fire broke out in the bread-room, but the cause was not accurately known; fortunately it was soon suppressed, but many bags of bread were destroyed by the salt water, which was obliged to be thrown on them to suppress the flames.

On the 10th, the 'Modeste' and 'Pylades' having run in and anchored close to the bar last evening, it seemed to have the effect of stimulating the fears or activity of the Chinese Governor, for early in the morning Pe-lin-chaing, our visiting friend of the "white ball," came alongside, accompanied by a small junk, bringing some necessaries ordered by the officers for their mess; he was the bearer of a chop from the Governor, representing his belief that no final answer to the last requisition of the plenipotentiary could be received before the 14th. He departed about two hours after, with an answer to the Governor..

On the 14th, Mandarin Pe came on board with the chop, he left on the following morning, when the dispatches for the Court of Pekin were concluded; the nature of them did not transpire, but it was supposed that the sword must accomplish what the pen could not effect. The 'Wellesley,' 'Blonde,' 'Modeste,' 'Pylades,' 'Volage,' and 'Atalanta' steamer, and the two transports, were under sail on their return to Chusan after an anchorage of five weeks off the Pay-ho river.

On the 16th, the ship anchored in her former position off Toki, or Wellesley's Island. A few of the inhabitants only of the town were seen to move off to the hilltops.

On the 18th, we were all again under weigh, and steering for Tang-chow-foo. In our course we passed many towns and villages, standing on the sea-shore; in almost every instance, the dismayed population were to be seen fleeing with their wives and children to the hills.

A projecting point of land shut out the city from view, but on a bank near the river an encampment of sixty or seventy tents was distinguishable.

On the 26th the Poo-To, or Worshipping Island, was visible from the deck. This is a sacred place of Buddhism, to which pilgrims resort to offer sacrifices and perform devotions; its solitary caves and craggy rocks have been excavated by human industry into fanes and niches, filled with images of Budha and of the goddess Kwanyin; there are two large and sixty small temples, and about two thousand priests, who reside there. A great number of young boys are bought by the priests, and are early initiated in the mysteries of Buddhism.

At daybreak on the 27th the Commodore's broad pendant was observed flying in the 'Madagascar' steamer about two miles from us. The anchor was weighed, and Sir G. Bremer came on board, accompanied by his secretary. The news received from Chusan was by no means cheering:

sickness prevailing amongst the troops to a fearful extent; more than one hundred and thirty had died of diarrhœa and fever during our absence, and one thousand were on the sick list. Captain Anstruther, of the Madras Artillery, was forcibly carried off by a party of Chinese, while occupied in surveying, and no intelligence of him could be obtained. The inhabitants of Chusan and the city had not returned to their homes, and the spirit of hostility to us was everywhere more strongly marked.

On the 28th, the 'Wellesley' anchored outside the harbour of Chusan. Deaths amongst the soldiers were very numerous; of the 900 rank and file of the 26th Regiment, 150 only were fit for duty,—a sad and discouraging check to the progress and prosperity of the expedition. But what is our life here below but a voyage that ends by our returning to the clay from whence we came?

On the 2nd of October, the 'Conway' and 'Algerine' arrived from the Yang-tze-keang river, where the boats' crews while foraging had some contests, in which several of the Chinese lost their lives, while we had one seaman killed, and a midshipman, Harvey, afterwards died from a severe wound.

On the 3rd, the 'Atalanta' returned with Cap-

tain Elliott, from Ningpo, where he had passed two days in unsuccessful negotiations with the authorities there, with the view to obtain the restoration of Captain Anstruther and Mrs. Noble and other prisoners, formerly part of the crew of the 'Kite,' which vessel was captured by the Chinese, while the remainder of the crew were on a foraging party ashore. No interview was permitted, neither could any information be obtained in any way of their condition.

The Governor of Ningpo admitted that the ship was in their possession quite entire, and that when we evacuated Chusan she should be restored with all the prisoners, but not until then.

Seven more men died that morning and were buried in the evening.

Three merchant vessels sailed for India with several officers on board on sick-leave.

On the 10th, I went with Dr. Lindsay on shore to the Military Hospital of the 26th Regiment. I had never witnessed a more distressing scene,—460 persons of the finest regiment of the expedition when we arrived in China, lying on mattresses on the floors of several rooms of an extensive building, from the drummer boy to the old soldier, variously afflicted with grievous complaints of dysentery, diarrhœa, and ague fever, some dying, and all in

want of many comforts requisite to their recovery, such as fresh and wholesome nourishment, good nursing and cleanliness, yet they were not to be procured; the sick were so crowded that with some difficulty we passed between their lines on the floor without inconvenience to them. The condition of many was quite hopeless.

14*th*.—Sickness and mortality were so much on the increase that of the original number of 3500 who landed in July last, not more than 800 bayonets could then be mustered for duty. This most unhappy state of the garrison unfortunately required that a line-of-battle ship should remain in the harbour for the general protection of Chusan; and the 'Wellesley' was selected for that purpose.

On the 26th the steamer returned from Ningpo, with Captain Elliott and an accredited mandarin, to arrange an armistice, pending the negotiations at Canton between the two governments; and a general memorandum was issued, the week following, by the Commander-in-chief to the expedition, to the effect that a truce had been agreed to between the Imperial High Commissioner and himself, pending the negotiations between the two countries, the terms of which were that neither party was to interfere beyond the boundary assigned to him, and that native intercourse was not to be interrupted.

The English boundary was then defined.

On the 13th of November the 'Wellesley' weighed anchor, but the great strength of the tide and powerful eddies, with a light wind, rendered the ship quite unmanageable, and she soon anchored off Cha, or Tea Island, to avoid drifting on the rocks. However, the 'Atalanta' steamer being sent to take the ship in tow, we reached Kee-too Point, where we anchored for the night.

The mortality among the troops on shore since landing had now been 399 deaths, and they were still dying twelve or fifteen a day.

On the 21st, the 'Queen' steamer, with Captain Elliott, returned from the Bogue, where he had gone in furtherance of the negotiations commenced with the Chinese off the Pay-ho river, in August last; the steamer and boat with a flag of truce were both fired at, the former was struck by a shot in the paddle-box; no one was hurt. The 'Queen' returned two or three shots. This proceeding on the part of the Chinese had an ominous appearance of insincerity.

An interview took place at Macao on the 24th between a mandarin of rank and Captain Elliott; great regret was expressed on the part of the former that the flag should have been fired at. He returned to Canton, taking with him the High

Commissioner's chop from Pekin, which had been fired at; and the Admiral sent a letter to the authorities of Canton, expressive of his great surprise at the outrage committed on the flag, signifying also that he would receive no other apology than a written one, and that must be immediately, or they must bear the consequences.

On the 29th, while Sir Gordon Bremer was dining with us in the ward-room, a signal from the 'Melville' called him to the Admiral.

At sunset the Commodore returned, and to our astonishment, as well as sorrow for the cause, we learned that the Admiral was so very unwell that the command of the squadron was to devolve on Sir Gordon Bremer, and the Admiral would proceed to Macao on the following day, and from thence to England.

The 'Wellesley' was again the Commander-in-chief's ship.

Captain Elliott and Mr. Morrison rejoined our ship on the 5th of December,—ample and satisfactory apology for the insult on the flag having been received.

On the 23rd of December we had news from Chusan that sickness was on the decline, although 205 had died since our departure,—in all 503 since July.

It was rumoured that the Chinese were not disposed to accept Lord Palmerston's conditions, and that hostilities would consequently commence shortly.

The Chinese diplomatists were expected on board, but days passed and they came not. A boat at last came alongside, bearing only a person of inferior grade, a bearer of a chop from the High Commissioner. This unusual proceeding we construed into an expression of the Chinese having now gained time in preparations for resistance. A chop was sent from Captain Elliott to Ke-Cheang, the High Commissioner, who, it was said, had offered to pay to the British Government one million dollars more towards remunerating the expenses of the expedition, making six millions; the Plenipotentiary required twenty.

A Chinese chop came off a few days after for Captain Elliott, brought on board by a pilot; the usual Chinese state courtesies were rather fast declining.

Captain Elliott having sent another chop, a Chinese of inferior grade came off with the answer; but our conditions had not been complied with, and there being no longer any expectation of the Chinese coming to terms, the signal was made from the 'Wellesley' to prepare for service.

A notice was taken to Chuenpee Fort by Lieutenant W. Maitland for Ke-Cheang, giving him warning that in forty-eight hours hostilities would commence.

The following day (the 27th of December) disappointment still controlled us. Every one was engaged preparing for action. A large force was placed under my command; but these bright expectations were suddenly overthrown by the arrival of a Chinese of inferior note, with a chop from the High Commissioner, the contents of which transpired no further than that Ke-Cheang had yielded a little to the demands of Captain Elliott, and for a further term the latter had suspended our war intents.

In the course of the day the Chinese unmasked a new battery of 18 guns, on the flank of the old one of Anunghoy, and mustered in force on the hill battery of Chuenpee.

In the evening, Captain Elliott left the 'Wellesley' for another visit to Macao.

A welcome addition to my force of a captain and 78 rank and file of the Bengal Volunteers this day arrived from San-chou island, Tong-koo Bay.

On the 3rd of January, 1841, a boat from Canton came alongside, and proceeded immediately to Captain Elliott, who was staying at Macao.

The Chinese we then found were busily engaged constructing a new battery on Chuenpee Hill.

Captain Elliott returned from Macao on the 5th. The chop received by him on the 3rd breathed defiance, and war was again the prevailing topic.

In order to collect as large a military force as possible, the whole of the efficient men at Sowchow and Tonghoo, consisting of the 26th, 49th, 37th Native Infantry, and Volunteers, were ordered to the entrance of the Bogue; this arrangement placed the military force under the command of Major Pratt, of the 26th.

On the 6th I went on shore, accompanied by Captain Belcher and Lieutenant Stransham. Ascending the heights in its neighbourhood, we closely and satisfactorily reconnoitred the approaches to the fort on Chuenpee Hill, preparatory to landing with the Royal Marines of the squadron, in conjunction with the other troops, at seven o'clock the following morning, hostilities with the Chinese being then to commence.

On the 7th, at seven A.M., commenced the landing of the military force, under the command of Major Pratt, of the 26th Cameronians, in a bay two miles to the southward of the fort and entrenched camp of the Chinese, in the following order:—

Advance, 1st and 2nd companies Royal Marines,

under my command, two guns and one howitzer; supported by two companies of the 26th and 49th Regiments, six companies Royal Marines, eight companies 37th Native Infantry, and one company Bengal Volunteers.

At half-past eight, the whole of the marines being landed and the artillery ready, I began to ascend the hill leading to the enemy's position with the advance; and about ten o'clock, having gained the ridge directly opposite their entrenchments, which brought us under fire, the Chinese received us with loud cheers. In a quarter of an hour afterwards, our guns opened on them, when I descended into the valley which separated us from their stockade, and succeeded in driving them from field works, consisting of three, five, and two-gun batteries, open in their rear; my gallant fellows nobly supported me, and, observing the enemy collecting in great numbers to the right, I moved across the ridge of a steep hill to gain their flank, whilst two companies of the 37th Native Infantry wound round its base.

Being in front of the advance, with some of my men as skirmishers, one of them, Bennet, suddenly exclaimed, "My God! Captain Ellis, you will be killed!" and just above me were more than a dozen Chinamen, with matchlocks and spears.

We were closer upon them than they expected. As they fired in a hurry, their balls passed over us.

The Chinese for a time bravely resisted the fire of our men, as we descended in skirmishing order; but it was too much for them; they broke, and fled in disorder. Those to the right were met by the 37th, and driven into the sea, where many perished. Of those opposed to my party, many were killed and wounded; the remainder sought safety in a strong tea fort to our left, closing the gates. These, after much exertion, were forced open, and the combat renewed. Some marines were wounded, and several Chinamen shot.

At eleven o'clock all resistance ceased. Many of the marines, some of the 37th and a boat's crew of the 'Hyacinth,' were dreadfully burnt by the explosion of a magazine.

Of the 1200 bayonets landed, not one man was killed, but about thirty were wounded; one of my own party severely, a ball having passed through his breastplate and otherwise injured him; four others, of the 'Wellesley,' were also severely wounded, and two slightly.

While the military were attacking on shore, the 'Calliope,' 'Larne,' and 'Hyacinth' attacked the sea battery in front, and, on the opposite side of the Bogue, the 'Samarang,' 'Druid,' 'Modeste,' and

'Columbine' bombarded the large fort of Ty-cock-tow, which they reduced to ruins, killing vast numbers of the garrison.

More to the northward, the 'Nemesis' steamship with some boats from the 'Calliope' and 'Larne' were occupied in an action with fourteen war-junks, eight of which were destroyed and burnt. The first Congreve rocket, fired from the steamer, entered the powder magazine of a junk, and she blew up instantly. In these various encounters of the day, the Chinese lost 800 men. Before we re-embarked, all the dwellings of the encampment and the forts were set fire to, and the remaining magazines blown up; we were on board again by seven o'clock.

On the morning of the 8th of January* all the squadron were under weigh to attack the two Anunghoy forts, South and North Nantung, break the chain across the passage, and finally bombard the fortifications of Tiger Island. Every one seemed eager for the fight; the 'Nemesis' steamer had opened her fire on the lower Anunghoy, in which the 'Queen' joined, and the rocket-boats had sent a Congreve or two amongst some Chinese troops on a hill in rear of the fort.

At this highly exciting and all-absorbing mo-

* Appendix, note A.

ment, a common fishing-boat, propelled by three women, with a man in the bow waving a large letter or chop, was seen approaching the ship from the fort, and at the same moment all the flags and banners of the enemy were struck, and a signal was made from the Commodore to cease the action, and squadron to anchor; and deep were the murmurings of anger and disappointment produced throughout the squadron.

The nature of the communication from the commandant of the fort was not known; but the chop from him was in reply to one sent to the fortress, by Captain Elliott, early in the morning, by a released prisoner, captured at Ty-cock-tow the preceding day.

From the 10th to the 13th nothing of particular moment occurred.

At one hour it appeared we were about to renew the fight; the following acceptance of all the conditions of the Plenipotentiary and peace, and, by way of interlude, an occasional mining and blowing up the remainder of the battered forts of Chuenpee and Ty-cock-tow.

The Chinese continued their preparations for defence, and were forming entrenchments on the slopes of the hills above their forts.

A letter was sent to Kwang, the Governor of

all the Bogue forts, intimating that if, pending the truce, those hostile demonstrations were continued, vessels would be sent in to fire upon the workmen, whereupon the works of defence were discontinued.

The 'Calliope,' 'Modeste,' 'Columbine,' and 'Sulphur' weighed and re-anchored within gun-shot distance of South Nantung Island, deserted by the Chinese.

Kwang promptly sent to the Commodore to inquire if the movement indicated a commencement of hostilities.

He was assured that it was only for the better convenience of arranging the squadron; the real object, however, was to mark the passage inside those two islands, instead of breaking the chain, should it be necessary for the ships to move higher up.

It was very remarkable that many of the large rafts which support that obstacle to the passage of the river, did, after our arrival near them, drift down upon us at night with the ebbing tide; they were supposed to have been cut adrift by Chinese favourable to our cause; one was broken up alongside, containing thirty-six long stout spars, securely bound together by cross pieces and iron bands.

At an early hour on the 14th, a boat arrived with a chop from the Viceroy Keshen, the nature

of which was of a pacific tendency, every demand being ceded,—at least, so then said rumour.

Captain Elliott again went to Macao, and returned on the 15th.

In the course of the 16th a chop arrived from Keshen, the Viceroy, said to be quite satisfactory to the Plenipotentiary, who had relinquished our conquest Chuenpee for the island of Hongkong in the Lema passage.

On the 21st a letter from the Commodore to Kwang, was carried in by Lieutenant Maitland to Anunghoy fort, apprising the Admiral of the intention of the Commander-in-chief to resign the fortresses of Chuenpee and Ty-cock-tow to the Chinese immediately, and of the departure of the squadron for Hongkong.

About an hour afterwards, a Mandarin of some rank came alongside, and being received on board in becoming form, was conducted by the Commodore to his cabin; after some time he returned to his boat and proceeded in the 'Nemesis' steamer to the fort of Chuenpee, where the Chinese flag was again hoisted and saluted by the 'Wellesley,' the salute being returned by an equal number of guns from the battery of Anunghoy.

The squadron was soon under weigh; the Commodore's pennant was transferred to the 'Calliope,'

which ship, with the frigates and sloops-of-war, proceeded to Tong-koo Bay, while the line-of-battle-ships and transports steered for Hongkong.

The Chinese new year commenced on the 24th. They date from the new moon immediately following the winter solstice, and the ten succeeding days are passed by the Chinese in visiting and amusements.

On the morning of the 25th I returned to the 'Madagascar' steamer with twenty-five of my men, being part of a guard of honour, to be completed with others from the 'Druid' and 'Calliope;' the latter ship being then under weigh in Tong-koo Bay; we anchored in her for the night. The next day the frigate anchored within the Bogue, and not far from Chuenpee. The 'Nemesis,' which was expected with the Plenipotentiary and his suite, from Macao, not appearing, the 'Madagascar' steamer carried Lieutenant D'Eyncourt, of the 'Calliope,' to Anunghoy fort, to Governor Kwang, to signify to him the probability that this delay would frustrate the meeting arranged to take place between the two High Commissioners that afternoon, and suggesting the propriety of the Viceroy being made acquainted with it.

Some time afterwards the 'Nemesis' appeared, and remained by us until the guard of honour,

amounting in all to 180 men, were removed to the 'Madagascar,' and then both steamers moved on to the place of meeting of the two representatives, near the Pagoda of Icearatif at the second bar, about twenty miles distant. As they passed the lower Anunghoy battery of 117 guns, the Chinese dismissed their old formality, and fired again the complimentary three guns.

North Nantung was very strongly fortified with walled and field-works, the same as Upper Anunghoy, which had forty guns mounted. As we approached Tiger Island, its battery of 34 guns also saluted; the embrasures of all these forts were covered and connected by a low platform of stone, and above each, as the steamers passed, stood a Tartar soldier, armed, and being habited in the usual dress of red and white, had a very picturesque effect.

Although all speed was used, the sun had gone down as the steamers came to anchor, and we roughed it out in sleeping in the most agreeable way that chairs, cots, and planks admitted.

CHAPTER VII.

LANDING OF THE PLENIPOTENTIARY.—THE CHINESE VICEROY.—A CHINESE FEAST.—AN AFTER-DINNER PARADE.—LANDING AT HONG-KONG.—ITS SURRENDER TO THE ENGLISH.—"RED-BRISTLED DEVILS."—A COMPLIMENTARY LETTER.—ABANDONMENT OF HONG-KONG.—BOMBARDMENT OF THE ANUNGHOYS.—THE 'MADAGASCAR.'—THE WHAMPOA BATTERY.—A CHINESE PRIEST.—EXPIRATION OF TRUCE.—THROUGH THE MUD.—PROCLAMATION.

At dawn on the following morning we were again on the move, and, after a slight and hasty refreshment, were transferred to the 'Nemesis,' whose draught of water, being but six feet, enabled her to approach nearer the place of landing.

The guard of honour were the first in the boats to gain the shore; when we soon reached a lofty pavilion, erected for the meeting of the representatives. It was constructed of bamboos and pine-leaves, and covered with blue and yellow cloth, with silken banners of yellow, green, and red, emblazoned with golden dragons and other Chinese

ornaments and devices. The guard was soon drawn up beneath in open order, Lieutenant Maxwell being in the centre carrying the Queen's colours, Lieutenant Stransham on the left, and myself on the right. The attendants of the Plenipotentiary, assembled to receive him, were principally the captains and commanders of the ships on the China station, and some few military officers, all in full costume, besides several high Mandarins, in rich silken dresses. A crowd of wondering Chinese were on the banks and in the numerous pleasure junks around. The Plenipotentiary landed from his boat and proceeded for more than a quarter of a mile on the platform of planks, supported by bamboos, over which we had marched in perfect safety. The guard presented arms; the drums beat a march, and the band played 'God save the Queen.' Ranks were afterwards closed, and the guard moved off by threes, left in front, preceded by the band playing the 'British Grenadiers,' and followed the Plenipotentiary to the tent of audience, in front of which the guard was then formed, and at right angles were arranged a long line of Tartar soldiers in single file, dressed in red cotton jackets and white trousers, and armed only with swords.

Around were planted smaller tents, and to the right was the tent of the Hong merchants, amongst

whom was conspicuous the renowned tea-merchant Howkwa, celebrated for his mixtures of the plant, and venerable from his great age. To the left of the tent of audience, on higher ground, stood the light blue tent of the High Commissioner Keshen, decorated with yellow hangings, and the silken Imperial yellow flag of China; throughout the encampment were divers silken colours of red and green with golden dragons. In the background were high and riven rocks, and in the rear of them stood the lofty Pagoda of Seecheetop, with its nine ascending compartments.

The Viceroy wishing to see some of my men at his tent, I detached a sergeant with them; none were less than six feet high and stout in proportion. The Viceroy expressed his surprise and admiration of their appearance, frequently exclaiming "hi-yaw!" He examined the quality of their clothes, inspected their arms, remarked the difference of fixing the bayonet in the sergeant's fusil, it being held by a spring, distinct from the musket of the privates, which had none.

As an instance of the penetration and peaceful habits of the Viceroy, on a delicate-looking and diminutively-formed midshipman of the 'Herald' being presented to him, he was much surprised to learn that he was an officer of that ship, and re-

marked that he thought it would be much more to his advantage, in one of such tender years, to be at home studying his books than to be wielding the sword.

Some time was passed in the introductions of the British officers to Keshen, within the tent, which was soon afterwards converted into a *salle à manger*, and where at four tables we all (the Viceroy excepted) sat down to a Chinese feast, consisting of fruits and preserves, birds'-nests, sharks' fins, vermicelli, veal, and other soups, followed by crabs' claws, stewed pigeons' eggs, small pieces of toasted meat, puppy-dog sausages, bacon, etc., which I cannot here attempt to enumerate; but in justice to the art gastronomique of the Celestials, I must say that the soups were delicious; they were served to us in large silver cups with china ladles. The solids were not quite to the English taste, being too oily; knives were not required, and although liberally supplied with chop-sticks of royal pattern, we were not obliged to display our unskilfulness in their use, as small silver forks, with two thin prongs, were also supplied. Hot rice-wine was presented to us in very small teacups; but as none of us seemed to relish this wine, some sherry and wineglasses were quickly substituted by our attentive president, a Mandarin of high order.

I was beginning to be sated with the luscious banquet, when a messenger from Captain Elliott intimated that Keshen wished to see the marines go through some movements. The Viceroy approached; drums beat, the band played the National Anthem; the men marched round in slow and quick time, changed front, and finished with manual and platoon exercises.

Keshen expressed his admiration and astonishment by many ejaculatory "hi-yaws!" and thus concluded the military part, but not before the men had been amply provided for, by the considerate Viceroy, with a good dinner of boiled and roasted joints.

A vast crowd of Chinese followed us to the wharf; they were evidently much delighted with the music of the band, and astonished at the martial and compact appearance of so many foreign armed soldiers treading the soil of the Celestial Empire.

The 'Nemesis' steamer moved close to the entrance of the creek, where she remained for the accommodation of Captain Elliott, and was an object of as great attraction as terror to the spectators, a multitude of whom assembled on the banks near her.

With the exception of Captain Elliott, his secretary and interpreter, the whole of the gay *cortége*

were re-assembled on board the 'Madagascar' by two P.M. on return to the 'Calliope,' at anchor off Chuenpee.

The usual salute of three guns, and manning the batteries on passing, was observed by the Chinese, and their salutes were returned by the steamer.

The 'Madagascar' was alongside the 'Calliope' by sunset, and on the following day we were all on the way to our respective ships, and at four P.M. Captain Maitland and I reached the 'Wellesley' at anchor, with most of the squadron on the north side of the island of Hongkong, she having moved there during our absence.

On the 29th Captain Elliott returned in the 'Nemesis;' it was said that the negotiations were proceeding smoothly.

On the 30th I went on shore with Dr. Lindsay. Hongkong is mountainous, and the roads rough and precipitous; the valleys are fertile and well watered.

An immense crowd of Chinese, principally boatmen, with their wives and children, arrived to-day from Tong-koo and neighbourhood to locate on Hongkong. On the following day, the Viceroy sent a present of bullocks, flour, and wine to the guard of honour.

At ten o'clock in the morning of the 2nd of

February I removed, with twenty-four of my party of marines, into the 'Madagascar,' where were Captain Maitland, Mr. Johnston, second superintendent, Mr. Fearon, Chinese interpreter, and others. The duty of the armed party was to protect those named in proclaiming throughout the island of Hongkong its surrender to the Queen of England. Accordingly all the towns and villages on it were visited, in each of which proclamations were affixed in the most conspicuous places, the guard presenting arms. At the small town of Tytam, at the foot of a spacious bay, the inhabitants were only restrained from an outbreak by the presence of the guard; the opprobrious term of Fankwei, (or red-bristled devils!) as applied to ourselves, was frequently heard.

Some of the valleys were spacious, and capable of great fertility, and on the south side is an anchorage so completely land-locked as to give it the appearance of an inland lake; the new possession, however, was uninviting; lofty, sterile, and precipitous mountains of granite being its general feature. We steamed more than thirty miles, and made a complete *détour* of the island; the weather was beautiful, and it was seven P.M. by the time I was again on board the 'Wellesley.'

Sir Gordon Bremer struck his broad pendant

this day, and proceeded to Macao in the 'Queen' steamer.

On the 6th it was rumoured that our connections with China were still in a very unsettled state, and that hostilities might have to be resumed.

On the 8th the 'Nemesis' steamer arrived from Macao. Discontent prevailed, to a considerable extent, at Canton against the Viceroy, who was accused of granting too many favours to the English, and of dividing the country by the cession of Hongkong. And this to us, who should have *dictated* our own terms. We may yet have to do so.

On the 9th the 'Nemesis' returned to Macao, and from thence carried Captain Elliott to Canton to confer with Keshen.

The 11th, the 'Hyacinth' arrived from Macao, and was to sail in a day or two for Calcutta with dispatches for the Governor-General, indicating the final conclusion of the war between Great Britain and China; this information was most welcome to all. The 'Larne' left the anchorage in the morning for Madras, with the above intelligence.

The 'Madagascar' steamer returned on the 13th from Macao with Sir Gordon Bremer, and his pendant was re-hoisted on board the 'Wellesley.' The 'Louisa' cutter also arrived from Macao, with a communication from Captain Elliott to the Com-

modore. Rumour stated that Keshen was averse to fulfilling the conditions of peace, arranged by himself and Captain Elliott, the opposition to them at Canton being insurmountable, and that the squadron was to return to the Bogue. The sails of the ship were bent, and on the following morning the Commodore removed his broad pendant to the 'Calliope,' and departed immediately for Macao, accompanied by the 'Samarang' and 'Hyacinth,' the latter going to Calcutta. The 'Alligator,' from Chusan, arrived and went on to Macao, with the above-named ships. The 'Alligator' left Chusan on the 10th of February, the 'Columbine' had then arrived, and the island was to be evacuated on the 24th, but the authorities at Ning-po were not disposed to give up the English in their possession until Chusan be completely evacuated.

On the 16th I received a letter from Colonel Adams, of the 18th Royal Irish, from Chusan, in which he first congratulated me in escaping unhurt in the affair of Chuenpee; and secondly, in being the foremost in the fray, and hoping that when the dispatch reached England, her Majesty might be pleased to confer on me some honour that would repay me for such a length of service as I could reckon, without much favour or affection from Government having been shown to me.

On the 17th the 'Madagascar' steamer arrived from Macao, with a rumour of the capture or destruction of fifteen vessels of war in the harbour of Alexandria by the English.

On the following day the 'Modeste' sailed for Macao. The continued delay of the final settlement of the conditions of peace between the two Commissioners, induced a strong belief that another appeal to arms must be resorted to, to conquer a peace.

The Commodore returned on the night of the 19th. The time for the signing the conditions of peace by Keshen having expired without fulfilment, preparations were again in arrangement for the attack of the Bogue Forts; with that intention the 'Calliope,' 'Samarang,' 'Alligator,' 'Herald,' 'Modeste,' and 'Hyacinth,' proceeded to the anchorage off Chuenpee, and at daylight of the 20th the line-of-battle ships and the 'Druid' unmoored, but awaited the result of twenty-four hours before making sail for the Bogue.

On Sunday the 21st, the 'Nemesis' steamer arrived, towing in a large junk, a prize; four others had been captured by the ships at the Bogue. War was therefore considered as having commenced, and under circumstances that must for ever reflect disgrace on the Chinese Government. Certain con-

ditions were agreed to, and England, in all good faith, relinquished the captured island of Chusan, but the Chinese commissioner declined to put the concluding seal to his part; the perfidy, the chicanery, the dishonesty of the proceedings seemed incredible.

All that day the boats of the squadron and transports were employed in removing every description of stores from off the ceded island of Hongkong, which was to be abandoned, and the troops that were encamped on it struck their tents, and re-embarked in the transports.

On the 22nd of February, the anchor was weighed, and we were accompanied by the 'Blenheim' and 'Melville.' At noon we fell in with the 'Modeste' and her four prize junks.

The 'Wellesley' was taken in tow by the 'Queen' steamer. At three o'clock on the 23rd we anchored within the Bogue, near South Wantung.

The 'Nemesis,' with some boats of the squadron, proceeded to a creek in rear of Anunghoy, where they destroyed some stakes planted across the passage to impede the navigation.

A battery of 30 guns opened upon them unexpectedly; the fire was promptly returned, and, the boats' crews landing, the enemy fled, but several of

them were killed. 80 guns were destroyed before the party re-embarked. Three of the 'Wellesley's' boats were sent off with twenty marines to co-operate, but were not required. The 'Nemesis' examined the passage in rear of Anunghoy, accompanied by armed boats. Lieutenant Ussher with twenty-two of the party was in the launch and pinnace. They returned in the afternoon, but nothing further was effected against the enemy.

On the 25th the ships were cleared for action. The boats were employed all day from the squadron in transporting howitzers, stores, etc., to South Wantung Island, to bombard and shell North Wantung; and seamen filled the sand-bags to form the battery at night.

The forts of Anunghoy and Wantung occasionally fired to impede the work, but without effect, the working party being under good cover. The firing at intervals continued throughout the night.

At daylight on the 26th, Captain Knowles opened his battery of three howitzers on the fortifications of North Wantung; rockets were also discharged. The Chinese returned the fire at first with some vigour, but it gradually decreased, and by nine A.M. had entirely ceased. Some buildings outside the fortifications were soon fired.

A few minutes before eleven, the 'Blenheim'

and 'Melville,' with the 'Queen' steamer, were under weigh for the attack of the Anunghoy batteries; and shortly afterwards the 'Wellesley,' 'Druid,' 'Calliope,' 'Herald,' 'Samarang,' 'Alligator,' and 'Modeste,' for those of North Wantung and opposite. At half-past eleven, the 'Blenheim' opened her fire, which was briskly returned by the Chinese. The 'Melville' and 'Queen,' being anchored near the 'Blenheim,' gave powerful aid; and shot, shell, and rockets were poured upon the Anunghoys like hail; while simultaneously a no less powerful deluge fell upon the western forts of North Wantung and the opposite shore from the broadsides of the 'Wellesley' and the ships accompanying her.

At half-past twelve the enemy were observed escaping in great numbers from the Anunghoys to the heights in their rear; while about the same time, the fire of the opponents beginning to slacken, the marines got into the boats to attack them on shore,—the steamers towing the boats containing the 26th and 49th Queen's Regiments and the 37th Native Infantry, and a company of the Bengal Volunteers, to co-operate.

In a few minutes we were on shore, but our foes were panic-struck, their resistance feeble. Some were killed, and many drowned in attempting to

escape by swimming. About 1100 were made prisoners. The 'Calliope' had several shot in her hull, and there were some in the 'Samarang;' but none struck the 'Wellesley.'

At one P.M. the 'Blenheim' and 'Melville's' marines were observed getting into the boats for the assault of the Anunghoys. At twenty minutes past one they landed, and in a quarter of an hour afterwards the British union was seen waving above the battlements of these imagined impregnable fortresses. The fire of both these ships was well sustained, and the 'Melville's' very destructive, having made a complete breach in the wall. The 'Blenheim' had some spars disabled, and several shot in her hull; but most singular and providential, the reduction of all these forts was accomplished in little more than two hours, with no other casualty on the part of the British than three men slightly wounded.

In the evening a party was sent to reconnoitre a battery to the westward of Wantung which our guns had silenced; and in the course of the following day and evening it was destroyed by the pick-axe and mining. The levelling of the Anunghoys had also commenced by the 'Blenheim' and 'Melville;' these works were all of large blocks of granite, and well constructed. In North Wantung

163 guns were mounted; in the battery to the west, destroyed by the 'Wellesley,' 34; and in the two Anunghoys 196.

On the 28th, the 'Calliope' and small vessels went up the Bogue. Tiger Island, having a battery of 32 guns, was found evacuated.

I landed, and walked around Wantung Island. Many dead Chinamen were lying in the trenches; the wounded were collected and housed, and their hurts attended to by English surgeons. The prisoners were all released.

Soon after daylight on the 1st of March, 1841, I left the 'Wellesley' with the whole of my party of marines for the 'Madagascar' steamer, for military operations up the river. The marines of the 'Melville,' 'Blenheim,' and 'Druid' were transferred to the 'Eagle' transport, which in the course of the morning was towed by the 'Madagascar;' while the 'Sophia,' with the small detachment of the 26th and 49th Regiments, and Captain Knowles's party of Royal Artillery and guns, were brought up by the 'Queen' steamer. Two companies of the 37th Native Infantry were left to garrison North Wantung; the remainder of that regiment, with two companies of Bengal Volunteers, followed in the 'Thetis' and 'Minerva.'

The Commodore and suite took passage in the

'Madagascar,' where we dined; and at half-past three P.M., having passed the first bar, I moved with my party of marines into the 'Calliope,' at anchor off Brunswick Rock, Whampoa Reach, where we all remained for the night; the 'Eagle' anchored further down.

The day preceding our arrival, the advanced squadron, under the command of Captain Herbert, and consisting of the 'Calliope,' 'Herald,' 'Alligator,' 'Modeste,' 'Sulphur,' 'Nemesis,' and 'Madagascar' steamers, had attacked a long line of mud battery, mounting 60 pieces of artillery, and flanked by the late British merchant ship 'Cambridge,' mounting 20 guns, anchored close to the opposite side of a raft reaching across the river from the west of the entrenched camp.

The Chinese were entirely routed, after some resistance, which was attended with great loss of life; while the casualties on our side were only three wounded.

On the morning of the 2nd, two large covered accommodation Chinese boats, being detained for conveying my men up the river (the 'Calliope' remaining at her anchorage), they were removed into them about eight A.M. At that moment the 'Sulphur' was moving up the river, preceded by three large armed boats of the 'Wellesley,' sounding, and

under the command of Lieutenant Symons, when suddenly a masked battery, situated on the north-east end of Whampoa Island, and mounting 25 guns, opened fire upon them; this was returned by the ship, and the boats' crews, landing, gallantly carried the place, and destroyed the guns, the only loss being a seamen of the 'Wellesley' mortally wounded. On hearing the noise of the fray, I immediately left the 'Calliope' with my party in our floating barracks, but was too late to be of service; the fight was concluded, and several Chinamen killed. We continued our upward course, anchoring for the night near the 'Modeste' and 'Herald.' I dined with Captain Ayres of the former, after which I returned to my men, and, seeing that all was right, at the invitation of Captain Nias, of the 'Herald,' I rested on a sofa in his cabin that night. The following morning, the 3rd, we were up before daylight, when the ships-of-war weighed, and I returned to my boats, and accompanied them in their progress towards Canton.

Howkwa's battery, after firing off the guns at random, was evacuated by the Chinese, and afterwards garrisoned by the 26th and 49th detachment in the latter part of the day.

About noon, the 'Madagascar' steamer joined, bringing Major-General Sir Hugh Gough, K.C.B.,

Commander-in-chief of the military forces; he arrived the day before, in the 'Cruiser,' from Madras; his presence was most opportune; he soon came alongside my boat, accompanied by Sir Gordon Bremer.

Sir Hugh directed me to land immediately with my party, and take possession of and occupy a joss-house on the left bank of the river, the mainland, and not far distant from Canton; this service I quickly accomplished without opposition, placing sentinels and sending out a corporal's guard to a small custom-house about musket-shot from me. In half an hour I was visited by Sir Hugh Gough; he was received by an officer's guard, the drums beating a march. He then accompanied me to see the disposition of my sentries, and approved my arrangements.

The advanced post I occupied was one of the prettiest buildings I had yet seen in China, and was well adapted for the purpose: there were four large rooms or chapels, each with its appropriate god and attendants; the one I used with Lieutenants Pickard and Farmer, as my subalterns, was spacious, and within it, seated on a splendid throne in front of the entrance, appeared the queen of heaven, surrounded by numerous figures in an attitude of adoration, and on either side Buddhas and other

deities. In the centre of the building rose a graceful pagoda of three ascending chambers; the upper one was converted into a watch tower, and afforded an extensive view around our quarters. An opening was quickly made through its roof, and the British union, attached to a long bamboo pole, was hoisted above and waved in triumph over this temple of heathen worship. In front of the joss-house, the river coursed rapidly along; on each side were rows of magnificent trees, and, in the rear of all, rice-fields and plantations of the peach, the orange, and other fruits.

All the priests of this sanctuary, except one little man, whom we called Pompon, disappeared. Our diminutive friend made himself useful, showing the men the cooking-house, and where the fire-wood was stored; in half an hour we were all comfortably located. The boats were moored to the wharf in front, having an excellent landing-place of stone steps.

In the early part of the morning two American merchants, accompanied by two Mandarins, came down from Canton, in Chinese boats, with the flag of truce flying. Captain Elliott suspended further operations after his interview with them; this interruption to our triumphant movements was generally considered "an untoward event."

At five in the afternoon, Captain Ayres sent his boat to take me to dine with him, which act of kindness saved me from losing that daily meal, so essential to an Englishman's fighting utility. In the evening I returned to my post, and, wrapping myself in my cloak, slept on a table in company with my two Lieutenants, who were similarly provided with *bed* and *board*, our slumbers being rather interrupted by the too frequent buzzing and stinging of large mosquitoes, and the occasional call of the non-commissioned officer, for one of the sleeping party to arise and visit the sentinels.

The flag of truce continued flying. I however, in the meantime, determined to avail myself of these moments of inaction, to reconnoitre a small town in the neighbourhood of my quarters. Immediately after breakfast, therefore, accompanied by Captain Whitcomb, a few other officers of the battalion, and an escort of twelve men, we moved forward. Some of the streets were barricaded, but few persons were to be seen, and no soldiers. A small river divided the town, but we were unable to cross over, all the boats being on the opposite side.

At daylight of the following morning, the 5th of March, the General landed at my quarters, with his staff, and wishing me to accompany him to the town I had examined the previous day, I provided a suitable escort.

In our progress, I perceived that the Chinese had thrown some obstructions in the way of our approach, these were soon overcome; otherwise all was in the same state as the day preceding. We could not procure a boat to ferry us across the river. We afterwards made an extensive reconnaissance of the left bank of the Canton river, and found it impracticable for the march of troops. I returned to the joss-house at eight A.M.

In the course of the morning I received an official communication from Sir Hugh Gough, that the truce with the Chinese would expire the following day, at eleven A.M.

In the afternoon I took another escort, with Captain Whitcomb and some others, and proceeded directly, and for a considerable distance, to the rear of my post, passing a granite high-road of ten feet wide and practicable for artillery, the path to Canton; retraced our steps to the town, and, by this sudden entry surprised a boat, and, entering it with some of my armed men, crossed to the other bank, and in a short time were in the direct route to Canton. Having fully ascertained this important advantage, I returned to the boat and to my party on the opposite side, and, regaining my quarters, I sent a written report of my observations to the Major-General.

The truce expired on the morning of the 6th, at which time I was visited by Sir Hugh Gough, who directed me to form "the advance" with my men, and immediately move off to the town before-mentioned, and secure boats for passing myself and the remainder of the column across the river to the opposite side, all of which was accomplished in an incredibly brief space of time, and with no other accident than the upsetting of an overloaded boat of twenty of the 'Blenheim's' party of marines; fortunately none were drowned, but they were left to fish from the bottom their muskets, which were of the percussion pattern; they were recovered with the loss only of a bayonet. These men returned to the 'Eagle,' the head-quarters of the battalion; but while this *contretemps* was in progress, I had moved on with my own men, accompanied by the General and suite, leaving the remainder of the battalion with the detachment of the 26th and 49th Regiments.

The General pressed forward to take in reverse a large battery on the left bank of the Canton river; but on our near approach an insurmountable barrier presented itself, in an extensive flat of deep mud, and beyond that again and the desired object, a deep inlet of the river. Nothing remained but to get into the true track as early as possible; and with

that view, the active Sir Hugh Gough, regardless of personal inconveniences, cut directly through paddy-fields, covered with deep mud, and across canals filled with water, for a considerable distance, followed by his aide-de-camp, myself, Lieutenants Pickard and Farmer, and the whole of the advance only.

After a time, the General requested me to move forward and gain the true road; this I soon accomplished, passing and securing a bridge across the inlet mentioned and leading to the rear of the battery, while another path led direct to Canton, from which we were distant but one mile and a half. At this exciting and most interesting moment, a written communication, from Captain Elliott to the General, to the effect that he meant to withdraw all the forces from a nearer approach to the city, suddenly stopped our onward march. The bugles sounded the retreat, and reluctantly we retraced our *homeward* steps. The effects of the movement, however, were the abandonment of the fort by the panic-struck Chinese, which also spread to the city. Numbers of coolies or porters were seen hurrying off with large packages, while others were no less active in removing females in palanquin or sedan-chairs to some more secure asylum of safety. Poor creatures! we war not with woman.

The evacuated battery was taken possession of by the armed boats' crews; my party retook possession of the joss-house, and the remainder of the day was devoted to drying and cleaning the mud from our clothes.

Sir Hugh Gough again visited me in the afternoon, expressed his approbation at the alacrity and devotedness of the men in the operations of the morning, and directed me, at my earliest convenience, to move higher up the river and occupy Eshamee, or Napier's Fort.

The officers and men having returned on board the 'Eagle,' the following morning before daylight, the tide being favourable, I embarked the men in two boats to proceed to Napier's Fort, which the Chinese had evacuated the previous day. Soon after daylight we were close to it, but receiving a communication from Captain Nias, of the 'Herald,' relative to a conference which Captain Elliott had had with some Hong merchants the evening before, and of its being intended to destroy the fort, I halted for further instructions from the Major-General, who soon afterwards came to me in the 'Cruiser's' boat, and to whom I related the above; he was much surprised at the intelligence, and pulled to the 'Herald;' on his return he directed me to move back again to my old quarters.

The following appeared in the course of the day.

"Proclamation, by Charles Elliott, Esq., H.B.M. Plenipotentiary in China.

"People of Canton,

"Your city is spared, because the gracious sovereign of Great Britain has commanded the high English officers to remember that the good and peaceful people must be tenderly considered; but if the high officers of the Celestial Court offer the least obstruction to the British forces in their present stations, then, it will become necessary to answer force by force, and the city may suffer terrible injury. And if the merchants be prevented from buying and selling freely with the British and foreign merchants, then the whole trade of Canton must effectually be stopped. The high officers of the English nation have faithfully used their best efforts to prevent the miseries of war; and the responsibility of the actual state of things must rest upon the heads of the bad advisers of the Emperor.

"Further evil consequences can only be prevented by wisdom and moderation on the part of the provincial Government.

"Dated off the Fort of Eshamee, near to Canton, 6th of March, 1841."

I was barely in possession of my old quarters when I received directions, from the Commodore, for the return of the marines to their respective ships, and at noon the 'Madagascar' steamer arriving to take in tow the 'Eagle' transport for that

purpose, the 'Wellesley's' marines marched to their boats, and we took a final leave of the joss-house. I went on board the 'Eagle;' our two boats were moored alongside. We reached as low down as the first bar, where we anchored for the night, near the 'Druid,' who immediately sent boats for her party of marines, and Lieutenants Maxwell and Pickard.

At two in the afternoon of the next day, the 8th, the 'Queen' steamer being on her way down the river with the Commodore and Sir Hugh Gough, the 'Druid' was taken in tow by her, as also the two accommodation-boats containing the whole of the 'Wellesley' marines, the 'Melville's' and 'Blenheim's' remaining until the next day in the 'Eagle' at anchor.

I removed into the steamer, where I met several officers who had arrived in the river but two days previously from Chusan, and who were moving up for the attack of Canton, when Captain Elliott's determination rendered our further services unavailing.

About sunset I was again on board the 'Wellesley,' at anchor off North Wantung; the next day the 'Eagle' arrived, and the marines returned to their respective ships.

CHAPTER VIII.

EMBARGO ON CANTON.—PREPARATIONS FOR ATTACK.—SUSPENSION OF HOSTILITIES.—LOSS OF A BOAT'S CREW.—PAGODA FORT.—HEAVY WEATHER.—A PERNICIOUS LIQUOR.—THE TEA-TRADE RE-OPENED.—LANDING AT CANTON.—TERROR OF THE CHINESE.—BOMBARDMENT OF CANTON.—A FALSE ALARM.—PREPARATION FOR ASSAULT.

A LARGE assemblage of transports was now around us. The captives of Ningpo, Mrs. Noble, Captain Anstruther, and Lieutenant Douglas, were safe on board the 'Blundell,' as well as some others who were wrecked in the 'Kite' or carried off from Chusan, from time to time, by the Chinese.

10*th*.—Transports with the 18th and the remainder of the troops returned from the upper part of the river, while rumour stated that the Plenipotentiary's pacific measures had signally failed, and that we must again proceed to the attack of Canton. An extract from the following circular, issued by Captain Elliott, tended much to strengthen that belief.

"*Macao, 10th of March*, 1841.

"A report has this day reached the undersigned, to the effect that the authorities at Canton have granted pilot chops to ships *other than British*, to proceed to Whampoa. A close embargo will therefore be closely laid on the city and trade of Canton, unless and until the whole foreign trade proceeds upon a perfectly equal footing.

"CHARLES ELLIOTT,

"*H.M.'s Plenipotentiary.*"

In the evening I dined with Sir Gordon Bremer, to meet Sir Hugh Gough.

At nine A.M. on the 12th, I accompanied Sir Hugh Gough in command of a reconnoitring party of 180 men, consisting of 1 captain, 2 subalterns, and 60 men of the 18th Royal Irish, and a similar number of officers and men from the 'Wellesley,' and a like quota from the 'Blenheim,' with Captain Whitcomb. We traversed the large island of Antunghoy, from the ruined batteries to its south-east extremity, passing over lofty hills and through several fertile valleys, in some of which were small orange groves, and to the vicinity of some hamlets and towns. As we approached the dwellings of the inhabitants, they betrayed much alarm, but gradually became more composed and obliging,—bringing fire for lighting cigars, and fruits, etc. etc., for sale. We did not see any Chinese soldiers; and, after having

marched over sixteen miles, we returned to our ships about sunset.

On the 13th, notice was given by the Commodore, that British and foreign merchant ships would not be permitted to proceed higher up the river than North Wantung until further notice, and all things portended war and extermination. At an early hour that morning, the 'Sulphur' and 'Columbine' weighed, and proceeded up the river to recommence hostilities.

I was directed to have the marines ready for fighting-service, and to accompany the troops of the line, artillery, etc., for an attack on Canton.

14*th.*—I was very unwell, suffering from the prevailing malady, diarrhœa and fever, of weeks' duration, and unable to attend the Church service on board.

The 'Melville' being ordered to proceed to England immediately, to enable her to pass the Cape before the boisterous winter commenced there (June, July, and August), 52 marines, recently from England, were transferred from her to my party; Lieutenant White accompanied them.

15*th.*—The weather beautifully fine, as it had, with very little interruption, continued for ten weeks past.

Fortunately, in my then unserviceable state, no

orders had been issued for the military proceedings; but the pastime of battery-taking had recommenced by the light squadron of the ships up the river, assisted by the steamers and armed boats, —a fort in the Macao passage being captured on the 13th, and, on the morning of the same day, seven small works or batteries were carried by the boats of the 'Samarang,' assisted by the 'Nemesis' steamer and the marines of the ship. One hundred and five pieces of cannon were destroyed, and nine sail of war junks were blown up at Macao and Sinai, without any casualty on our part.

A flag of truce being fired at by the Chinese on the 16th, preparations were made for resenting the insult.

18*th.*—In consequence of the aggression on the flag of truce on the 16th, a forward movement of the forces up the river was made at noon, carrying in the course of two hours all the works in immediate advance, and before the city (the Dutch Folly Battery inclusive), and taking and dispersing the enemy's flotilla. These operations placed Canton under the guns of the squadron, and commanded all approach to the city from the southern and western branches of the river. All the captured works were destroyed, excepting the Macao Passage fort, which was immediately garrisoned by the marines.

On the 20th, the armed boats of the 'Wellesley' were directed to proceed up the river, under the command of Captain Fletcher, fifty marines to accompany them, also Lieutenant Maxwell of the 'Druid,' and Lieutenant White of the 'Wellesley;' they left at daylight on the morning of the 21st. I was not sufficiently recovered to attend them.

The marines removed to the 'Gipsy' transport, the whole being towed by the 'Nemesis' steamer.

The force which left the 'Wellesley' returned on this afternoon, a suspension of hostilities at Canton and the province having, on the 20th, been agreed upon between the Imperial Commissioner, Yang, and Captain Elliott, to the effect, "that the trade of the port of Canton shall be open to British and foreign merchants, subject to the payment of the usual charges and other established duties."

The 'Druid' sailed on the 20th, to rehoist the British Union on the island of Hongkong.

On the 28th, Sir Gordon Bremer left in the 'Madagascar' for Calcutta; the cause of this determination was not promulgated; his Secretary accompanied him. The 'Wellesley' was to have proceeded to Hongkong with the troops *instanter*; that arrangement however remained in abeyance, and was another link in the long chain of uncer-

tainties which had been wound around us within the previous twelve months.

The 'Rustomjee Bomanjee' transport arrived on the 28th; she was from England, and her orders were to go direct to Chusan; the captain of her went thither, not knowing of its having been evacuated. On his arrival he landed from his boat, when he was instantly attacked and lost his life; the boat succeeded in getting back, when an attempt was made by the Chinese to carry the ship by boarding; they were however beaten off. This vessel was laden with provisions and stores for the squadron.

The 'Pylades' came down the river and anchored off North Wantung. The news from Canton was, "that the Emperor of China would agree to no terms with the *English barbarians*, who must be exterminated." It was added, "he cares not if Canton be destroyed."

The 'Louisa' cutter arrived on the 30th from Macao with dispatches, and pursued her course up the river; at sunset the Commodore's broad pendant was struck.

On the previous evening, three gentlemen, two of whom were mates of the 'Blenheim,' were returning to their ship, when the boat they were in, a Macao one, was run on board of, in the darkness,

by a large Chinese boat. In the confusion which followed, they jumped on board the latter; the vessels separated, and they had not been heard of on the 31st.

On the 1st of April the weather was close and oppressive, thermometer 78°. In the evening the 'Sulphur' passed down on her way to Macao. No teas had come from Canton to the shipping at Whampoa, the excuse being, by the Chinese, the fear of its being taking from them by the men-of-war ships, and that if the latter would only remove lower down the river, *then the teas might come down.*

Early on the morning of the 2nd, the 'Columbine' was towed down towards Macao by the 'Atalanta' steamer. She was destined to cruise off Chusan, to warn all English vessels bound thither of its evacuation.

In the evening the 'Starling' schooner returned from Macao. The body of one of the three gentlemen, before named on the 30th, was found floating in the sea near Macao. The unfortunate remains of one of them were pierced through with a pike, and the skull much fractured; no doubt remained of the melancholy end of the other two. The 'Madagascar' steamed for Madras.

The 'Wellesley' was unmoored at daylight; at ten the anchor was weighed and we were on our

way to Hongkong, but anchored at two P.M. off Sampan-Chow. About an hour afterwards Sir Le F. Senhouse, Captain of the 'Blenheim,' approached us in the 'Atalanta,' he being then Senior Naval Officer, on his way up to Canton, accompanied by the Major-General and staff.

At seven A.M., on Sunday the 4th, the anchor was again weighed, and the 'Wellesley' was on her return to the Bocca Tigris, anchoring off Chuenpee at nine. At two P.M. most of the transports, with the troops on board, passed us on their way to garrison Hongkong; also two English merchant ships to take in tea.

5th.—More transports passed down on their way to Hongkong. The 'Atalanta' also returned with Sir Hugh Gough and Captain Senhouse, and I received directions from the latter, through Captain Maitland, to select 1 lieutenant, 2 serjeants, 2 corporals, 1 fifer, and 60 privates, for duty at Macao Passage Fort, near Canton, to move up the following morning under my command.

6th.—The flood-tide making at eight A.M., I removed from the 'Wellesley' with the force enumerated to the 'Kite' transport, when we proceeded up the river to our destined quarters.

On the morning of the 8th, Captain Herbert, who had been to Hongkong, having returned from

thence, we weighed anchor in the 'Gipsy' and arrived within sight of the fort and ships about sunset, but were obliged to anchor for the night, owing to the great strength of the ebbing tide.

On account of the unfavourable state of the weather, it was two o'clock P.M. of the 29th before we were again under weigh, and in half an hour I left the 'Gipsy' with my party for garrison duty at Pagoda Fort, Macao Passage.

The next day I made a minute inspection of the fortress.

11*th*, *Easter Sunday*.—I assembled the garrison, and read the morning prayers for the day to them. Afterwards, accompanied by one of my lieutenants, I proceeded in the garrison boat to Canton; visited the British factory, traversed Hog Lane, China Street, and Carpenter's Square, and returned to the Pagoda fort at five o'clock. This fortress was on an island in the centre of the river, commanding the Macao Passage, and about three miles from Canton; it was of the form of a pear, and had embrasures full forty feet apart, for twenty-two guns, and could have well accommodated three hundred men. That night was one of storm, thunder, lightning, and rain, and my chamber being windowless and open on each side to the wind, the rain penetrated every part of it, wetting my bedding and clothes.

Captain Herbert, of the 'Calliope,' visited me on the morning of the 12th, to whom I made a written report of the state of the garrison and the necessity of a further increase of men to perform its duties adequately; a corporal and twelve more privates were applied for from the 'Wellesley.'

On the 13th it was rumoured that the Chinese in and about Canton betrayed an uneasiness, as of some impending danger about to fall.

On the 14th the 'Louisa' cutter returned, bringing a reinforcement to me, of 1 corporal and 6 privates from the 'Wellesley.' A Chinese mutilated body floated near to the fort on this afternoon: one ear was cut off, the scalp, the lips, both hands and feet chopped off, and otherwise shockingly mutilated. The Chinese are horribly cruel and tedious in their punishments, removing some part or limb of the victim daily, until death releases him from his tormentors.

On the 15th and 16th there were heavy showers of rain, with vivid lightning and loud thunder. From the moist state of the atmosphere, some of the garrison began to suffer again.

The Chinese armed soldiers congregated themselves in the vicinity of the British factory. The whole of the 'Modeste's' marines, twenty, were detached there for the protection of Captain Elliott

and the merchants. I was directed to appoint an officer from the fortress to command the detachment. I sent Lieutenant Hewett on that service. The weather was so wet and stormy I could not visit the guard at Canton until the 19th, when I found them all well.

On the 20th I was engaged overlooking and directing the working party in removing the bricks and rubbish about the fort, to fill up the large pools of stagnant water.

The 21st was another day of storms,—thunder and lightning,—confining us all to the fort. The continued moisture and the badness of the water for drinking and culinary purposes, seriously affected the health of the men and myself.

On the 22nd two of the officers visited the fortress. I heard from them that Chinese transactions wore a more pacific bearing.

On the 23rd we were again visited with a violent thunderstorm and deluges of rain; all the outworks of the fort were covered by an unusually high flood-tide.

On the 26th Sir Le Fleming Senhouse, the naval commanding officer, arrived at Canton.

Three of the lieutenants left the fort to return to their ships, which reduced our mess to two lieutenants, the surgeon, and myself.

On the 2nd of May we heard that the Emperor was at the head of ten thousand troops, to drive us from the province and river.

An opportunity offering for sending to the ship, I forwarded to Captain Maitland some official documents and a report of the health of the garrison.

4th of May.—Very hostile demonstrations being manifested by the Chinese, with menaces of attacking the fortress under my command, if it were not immediately restored to them, I was occupied all day with the fatigue party in building up and loopholing the embrasures. Many armed boats were up from the 'Calliope' ship-of-war at Whampoa; they returned however in the course of the afternoon. Captains Herbert, Eyres, Anson, and Warren were at the fort during the day, and several gentlemen from Canton, and the advanced squadron in the evening. The trade was stopped at Canton by Chinese authorities.

5th.—The arrival of the armed boats from Whampoa, on the day previous to the assistance or strengthening of the advanced squadron, we heard, had caused the greatest alarm amongst the Celestials of Canton. Supplies of tea were stopped. Several visitors were at the fort this day.

One of the many causes of mortality amongst the British forces in China was the too free use of

a most pernicious liquor, called sam-shu. This destructive spirit is distilled from rice, and also from sweet potatoes, and is used by the Chinese as an ingredient in cooking. They also drink it in small portions at their meals, warmed. In appearance and flavour it resembles an inferior sherry wine. Many men of all arms, naval as well as military, died miserable deaths from too unguarded an indulgence in its use; and to such an extent did the evil spread, that the Commander-in-Chief, Sir Hugh Gough, considered it necessary, with the view of checking the crime of drunkenness, to notice it in brigade orders, and vigilant measures were taken to prevent the Chinese from selling the spirit to the troops. A Chinese bumboat man having concealed in his boat twelve bottles of sam-shu for sale, contrary to public notice affixed on a board in the Chinese language at the landing-place of the fortress on the island of Tay-wong-hoon, near Canton, and wherein I warned all offenders that, if detected, their boat would be destroyed,—I was under the necessity, for this open violation of it, to seize the boat and place the culprit in the guard-house, where he was detained for the night. Next morning early, his wife, two daughters, and others of his house were at the fort soliciting pardon. At eleven, after morning parade, in presence of our

compradore (contractor, who supplied the Royal Marines of the garrison daily with fresh beef, bread, and vegetables), an intelligent native, and who was my interpreter, I desired the offender to be brought from the guard-house to the wharf, who, immediately he approached me, fell on his knees and ko-towed, or knocked the ground with his forehead; all the females surrounding me did the same. I requested the compradore to explain to them that I was sorry to be obliged to punish their relative, but as he had wilfully offended he must take the consequences.

Two of my men stood with uplifted bamboos to inflict the stripes; the smuggler on his bent knee stooped his back to receive the expected blows; the women looked on submissively, beseechingly, a short pause followed. I directed the instruments of punishment to be thrown aside, but to advance a large pair of scissors, seize the culprit by his "long tail" (an ornament of great pride to all true Chinamen), and to impress a belief that I intended to cut it off. A cry of horror from all around followed this display of assumed severity, in which even the compradore joined. I made a merit of yielding to his wishes on this point, but requested him to explain to all around (as there were present several other Chinese bumboat men, and owners of

boats who visited the fort for traffic), that if any of them afterwards attempted to violate the rules promulgated for their guidance, they must expect no lenity, and that I should not only destroy the boat, but to a certainty flog and cut off tail! I allowed the prisoner to go away with his family, but detained his boat for a time, and as no repetition of the offence occurred, it was ultimately restored. The compradore afterwards told me that the loss of the tail subjected the person shorn to most severe punishment by any judicial mandarin, and very often loss of life.

On the 6th there was much rain, but I completed the loop-holing of the embrasures. The threat of attacking the place and burning the ships of war was repeated; the tea trade was, however, opened that day by the Chinese authorities. Strange contradictions! The 'Nemesis' steamer joined the squadron, and brought official documents from Sir Le F. Senhouse, Captain Maitland, and others.

7th.—The weather was cold and wet, thermometer 63°. All was bustle and excitement at Canton, and a very large reinforcement of troops of China arrived there on the 8th from Thibet.

The English merchants were much alarmed for their personal safety, and some were preparing for a removal to Macao.

On our part, the 'Modeste' and 'Nemesis' steamers removed to within one mile of the city. The 'Algerine' was stationed close to the front of the British Factory for the protection of the merchants.

The sick in garrison were now much increasing; of 78, the total strength, a sixth were on the list with ague and fever. The surgeon being appointed to the 'Sulphur,' about to proceed to the Straits of Sunda, we were left for a time without a medical attendant.

Many passage-boats now passed the fort full of Chinese shopkeepers and traders fleeing from Canton to Macao.

10*th*.—In the morning, accompanied by one of my lieutenants, I went to Canton, but as we were cautioned not to go far from the Factory, we did not visit the distant streets. I dined with Messrs. Robertson and Johnson, and made some purchases of quinine and rhubarb for my men, who, on my return in the afternoon, had increased the sick list to 16.

11*th*.—Another hazy day with light rain. I packed up all unnecessary articles to send to the ship, as hostilities were to commence anew with the Chinese.

12*th*.—Heavy rain all day, and very warm, ther-

mometer 78°. The 'Nemesis' steamer, which only arrived yesterday morning with Captain and Mrs. Elliott, on a visit to Canton, returned at nine A.M. to Wantung and Macao. I sent by her a return of the sick men (17) to Captain Maitland. Captain Anson called to see me to inquire after my health. I was unable to continue my defensive preparations within the fort, as so many of the garrison were ill. On the morning of the 13th, the weather being fine, though very hot, accompanied by Assistant-surgeon Monk, of the 'Wellesley,' who joined the garrison as Medical Superintendent, and Lieutenant Stransham, we pulled up to Canton; on landing we were cautioned not to venture into the distant streets, as a collision with the Chinese was almost momentarily expected. I lunched at Dent's and Leslie's, meeting Captains Herbert, Eyres, and Anson, and some merchants. While partaking the refreshments, the rain fell in torrents for more than an hour, flooding the streets and rendering them impassable. I returned to the fort at three o'clock.

The utmost vigilance was now adopted to counteract any attempt at surprise by the Chinese mandarins.

The morning of the 14th the rain fell heavily, the weather was close and oppressive, thermometer

89°. Towards evening the wind blew with great violence from the south, accompanied by thunder and lightning. The boat-sheds and workshops on the western raft were overthrown, the eastern raft somewhat damaged, and the picket guard-house at its extremity much injured.

We heard that numbers of the Chinese troops, encamped on the hills to the east of Canton, were dying daily of fever and dysentery. Another dead Chinaman was seen on the eastern raft, who, from his stout and healthy appearance, must have died a sudden death.

16*th.*—A sunny day, thermometer 90°. A great number of natives, shopkeepers, passed down the river in the direction of Macao; the crisis seemed to be approaching. Captains Herbert, Bethune, and Anson, besides some merchants, visited the fortress, and after sunset pulled back in their wherry to the city.

The 'Nemesis' steamer passed the fort on her way up to Canton, Captains Maitland, Elliott, and others on board.

On the following day, I heard that the war was inevitable, and that I might, in a day or two, expect my removal from the fort, as the transports were to be immediately moved to Whampoa, with the troops under Sir Hugh Gough; and all the

marines of the squadron would be required in battalion. That afternoon I went to the Celestial City, where, amongst the Chinese generally, and the shopkeepers in particular, terror and consternation prevailed; the latter were hurriedly occupied in packing their various goods and moving them away. Many of the officers of the 'Wellesley' who were at Canton proceeded in the fast boat to rejoin her and prepare for fight. Great numbers of Chinese continued to pass in boats, flying from the city.

On the 20th the English merchants at Canton were directed to close their mercantile transactions, and quit the city as soon as possible.

Several visitors were at the fort.

I concluded my money accounts with the compradore for supplies of beef, bread, and vegetables; he was an intelligent, worthy man, and spoke English tolerably well; his name was Achoon. His son-in-law, Hong, who accompanied him, was a young man of great integrity; they were both seemingly much attached to the English.

My rest was much disturbed during the night by the continued firing of cannon. I was fearful that the merchants were attacked in Canton, but fortunately it was nothing more than the chtzin-chtisezing of mandarins,—three guns fired in rapid succession.

At eleven A.M. on the 21st, I went to Canton with Lieutenants Stransham and Monk. Captain Elliott and the British merchants were all leaving it, and in Old and New China Street nearly every shop was closed. We did not tarry long, and were back to the fort soon after two o'clock.

The 'Herald,' 'Modeste,' and 'Pylades' moved close to the Celestial city, and in the evening, by the directions of Captain Herbert, I detached one sergeant and twelve men from the fort to strengthen the fighting service of the 'Nemesis,' she being anchored closer to the shore of the British Factory. By this transfer my means of defence were much reduced, which obliged me to decrease the guard and the number of sentinels within and around the fortress.

24*th*.—I have suffered for the last three days with fever and headache, but being better this morning, I am happily enabled to continue my journal.

On the night of the 21st the Chinese made a desperate but fortunately unsuccessful attempt to burn the 'Modeste,' 'Hyacinth,' 'Algerine,' and 'Nemesis' steamer by means of fire junks, which were passed close ahead of those ships, and then set fire to: the 'Modeste' had a narrow escape.

A heavy discharge of artillery from masked

batteries at the extremity of the streets at Shameen opened at the same time, and the action continued until the Chinese guns were silenced.

At daylight the ships engaged stood closer in, while the 'Nemesis' went round the west end of the city, under the able directions of Captain Herbert, and her progress could be traced from the walls or parapet of the fort, by large columns of smoke issuing from men-of-war and fire-junks which she was destroying.

An attempt was made at the same time to fire the 'Alligator,' lying off Napier's Fort, but which equally failed. In this affair the 'Modeste' had four men wounded, and all the ships were more or less struck.

From the number of dead Chinese floating in the river, their loss in killed is supposed to have been very considerable. About ninety boats of various kinds were destroyed.

The men I detached from the fort that evening arrived most opportunely, and were of great service to the 'Nemesis' in the action.

The next day the firing from the shipping was occasionally opened, and several large fires burnt for hours in the suburbs of the city.

In the afternoon of the 24th ult. I finally and gladly evacuated the fortress of Tay-wong-koo, of

which, for nearly two months, amidst sickness and pestilence, I had held the *unpaid* command.

After the unsuccessful attempt of the enemy on the night of the 21st of May, to destroy the shipping and afterwards attack the fort, all the military forces at Hongkong and from the shipping, that could be collected, were pushed forward up the river with an incredible rapidity, and the remainder of my party from the 'Wellesley' on the day mentioned, with the Blenheim's, part of the Blonde's, Modeste's, Pylades', Hyacinth's, Cruiser's, Nimrod's, and Columbine's joining in, amounted together to 370 men; the whole force consisting of the 18th Royal Irish, 49th Regiment, four companies of the 37th Native Infantry, one of Bengal Volunteers, and a brigade of 400 seamen; proceeded with the battalion of Royal Marines that afternoon up the river to the westward of Shameen and the city, under the command of Major-General Sir Hugh Gough. The 49th landed that evening in advance; the Artillery were also got on shore.

At eleven at night, while vainly endeavouring, in the cabin of the 'Nemesis,' to snatch by sleep a little forgetfulness of the tormenting mosquitoes and the great heat, the bugles of the 49th sounded the alarm. I immediately rushed on deck, and a boat being alongside, pulled to the vessels con-

taining the marines, to get them under arms for landing; but a message came to me from the General to let all remain quiet, as the alarm was a false one.

Soon after daylight the following day, the busy preparations for fight were recommenced, the troops landed in succession. I was under the great disadvantage of having to form the Marine battalion as the men landed, many of them meeting for the first time, not having been enrolled in the Chuenpee battalion; they were put into eight companies of 22 files each. Lieutenant Maxwell commanded the 1st company, Lieutenant White the 2nd, Lieutenant Ussher the 3rd, and Lieutenant Polkinghorne the 4th, Colour-Sergeant Nicholls the 5th, Colour-Sergeant Fairweather the 6th, Lieutenant Farmer the 7th, Lieutenant Whiting the 8th, Colour-Sergeant M'Hay Sergeant-Major, Colour-Sergeant Chance Quartermaster-Sergeant. Captain Whitcomb assisted as Field Officer, and Lieutenant Stransham Acting-Adjutant. Notwithstanding the manifest disadvantage of so many men meeting in battalion for the first time, and unaccustomed to act together, the zeal of each and all soon put everything in fair order. We pushed forward for the heights and forts in front of the city walls with steadiness and regu-

larity, under a continued and well-directed fire from the enemy's guns and numerous gingalls. The battalion was in the act of ascending the heights, with the Royal Irish in reserve, when intelligence reached the Major-General from Captain Bouchier, Royal Navy, that the rear was menaced by a large body of armed Chinamen, who had already attacked the shipping and boats the forces had so lately quitted.

Sir Hugh Gough requested me to halt the Marine battalion, and immediately send a strong picket to the rear for its protection, and to disperse the enemy. I sent Captain Whitcomb on this duty, with the 7th and 8th companies (Blenheim's), supporting him with the 2nd company. Captain Whitcomb fell in with and dispersed several large parties of the enemy; to pursue them was useless; two prisoners were sent in. The party which, with three guns, had attacked the shipping, were repulsed by a company of the 49th Regiment, left as a rear-guard, and the guns were captured.

The first company of Royal Marines remained with the 18th, and co-operated with them in storming the enemy's entrenched camp on the afternoon of the 26th.

That night the battalion (with that exception) bivouacked in and around a large building at the

foot of the heights, sending out strong pickets during the darkness.

The next day, the 27th, was passed in preparations for assaulting the walls. A flag of truce was hoisted, and removed in the evening. Two companies were posted at night as a support to the brigade of seamen, but the Chinese did not, as was expected, attack them.

CHAPTER IX.

A SKIRMISH.—A TIMELY RELIEF.—CAPTAIN WHITCOMB.—FIRE JUNKS.—FUNERAL OF SIR LE F. SENHOUSE.—APPROACH OF A TYPHOON.—THE 'LITTLE HEBE.'—THE TYPHOON.—THE GALE BREAKS.—EFFECTS OF THE STORM.—ANOTHER TYPHOON.—ARRIVAL OF CAPTAIN ELLIOTT.—PROMOTION.—A PIRATE.

At daylight on the 28th, we marched to form a junction with Captain Bouchier's seamen, and co-operate with them in a simultaneous storming by other parts of the forces of the city walls; but Captain Elliott having consented to a suspension of hostilities on the payment of six millions of dollars, Canton was spared the horrors of a storm and pillage, and the battalion returned to its former position.

A force of 150 men of the 26th Regiment, under Major Pratt, joining the next day, I resigned to them the large house, and, by direction of Sir Hugh Gough, removed the Marine battalion into a spacious joss-house near the city walls and the

great north gate. This fine building afforded cover for all the men, and was a most comfortable barrack; it placed me nearer, also, to Captain Bouchier's brigade.

29*th*.—Two millions of dollars were paid, but this did not lessen our vigilance against treachery or attempts to surprise us, as the company of marines were on picket near the great north gate, under an officer, until midnight, when he was relieved by another, who remained out until past daylight.

There was much quarrelling amongst the Chinese soldiers all night within the walls, and firing of matchlocks.

30*th*.—A large party of Chinamen appeared in our front; they were first discovered from the General's quarters on the hill, with whom I then was on a visit of duty in the morning. I returned with all speed to my quarters, got the battalion under arms, and by the General's direction moved out in support of the 26th and 37th Native Infantry, who were ordered to disperse them. We advanced about five miles, but the Major-General, thinking them of too little importance to occupy so large a force, directed the 49th, Royal Marines, and Bengal Volunteers to return to their quarters. The weather was most oppressively hot, and eight

of my men had slight *coups de soleil,* which placed them on the sick list.

Soon after our return the rain fell in torrents, and the 26th and 37th Native Infantry, who were then out and exposed to it, had their firelocks rendered useless from its effects, which the Chinese discovering, they became the assailants, and with their long spears attacked these corps with great audacity, inflicting some loss in missing, killed, and wounded, besides suffering considerably themselves.

About sunset an entire company of the 37th Native Infantry was missing; two companies of the 49th were sent out in search. I was also requested to detach a company of Royal Marines for the same object. I selected the 8th, armed with percussion muskets, giving the command to Lieutenant Whiting. Captain Duff of the 37th accompanied him; and after a long and tedious march of six miles, through paddy fields filled with water, they succeeded amidst much peril in recovering this company, surrounded by Chinese, who were actively engaged in getting two guns in position for their destruction. The 37th were formed in square on a small mound, with their firearms, excepting one, unavailable from the rain's effects, and were only aware of their rescue and the proxi-

mity of the marines by the latter firing a musket and giving three loud cheers, which were gladly responded to. The effect was instantaneous and most beneficial. The Chinese, not knowing the amount of force so unexpectedly near, separated a little; the 37th company retreated; and Lieutenant Whiting, watching his opportunity, judiciously fired a volley or two amongst them, whereby the two companies were enabled to return to their respective corps unmolested.

The next morning I received a gratifying letter from Sir Hugh Gough, and a very complimentary brigade order followed.

Four companies were out again on duty during the night, near the great north gate, guards, etc.; the remainder of the battalion lay down with their accoutrements on.

The armed party of yesterday mustered in greater numbers this afternoon (the 31st), about 6000 of them lining the crests and slopes of the hills. They had the temerity to advance within 800 yards of the 26th and 37th. I joined those regiments with the Marine battalion as their support.

At this period the six millions of dollars had been paid; and it was made known to the Kwan-chou-foo, or Mayor of Canton, that unless this armed party of villagers dispersed, the General

would attack them with all his forces, and afterwards set fire to Canton.

This party had no connection with the Chinese troops within the walls, but were the inhabitants of the numerous small towns and villages in our line of march, whose homes had been pillaged and the women ill-treated by the followers (Hindoos, Malays, and stragglers from the army), some of whom lost their lives. Two armed seamen of the 'Blenheim' were found one morning at the entrance of a village with their heads off. Repeated insults and wrongs had driven these villagers to desperation, and they assembled in self-defence to wreak their vengeance on their cruel oppressors.

The Mayor was soon with the chiefs of the armed party, who afterwards began to withdraw.

Our forces remained out until dark, and then returned to their respective quarters; but much vigilance was required through this night, and I received a note from the Deputy Adjutant-General, requesting, as the 26th were much fatigued, that I would send one of my companies that was not out last night to take the advanced picket in front of the two 6-pounder guns; and as the mandarin who went out to order the people to retire was to come back, the General begged that the advanced picket might have orders to send a non-commissioned

officer with him to pass him through the lines towards the city." Lieutenant Maxwell had command of this picket, and the wishes of the General were punctually executed.

1*st of June.*—The whole of the forces employed in this short and brilliant campaign, and which never exceeded 2300 men, while their opponents within the walls amounted to 45,000, retired from before the city of Canton, and, with the marines, returned to their respective transports and ships. Throughout the whole of the arduous duties performed by the battalion, I received from Captain Whitcomb, who assisted as field officer, the most cheerful and ready aid; and to the officers and non-commissioned officers in command of companies generally I was much indebted for the promptness of execution and attention to the orders they from time to time received from me; and the sergeants, drummers, rank and file, conducted themselves throughout the operations with a courage, zeal, and sobriety highly gratifying to me as their commanding officer. The casualties amongst us were providentially few.

On the 2nd of June I was glad to be again in my cabin on board the 'Wellesley.' A little quietude and nursing had become requisite to re-establish my health, which had much declined be-

fore I left the fort, the consequences of a low fever and violent diarrhœa; I recovered from the one, but the latter did not forsake me during the ten days' campaign, rendering me day by day more bodily weak, and obliged me to place myself under the management of Dr. Lindsay.

3*rd*.—The working party were sent from the ship to destroy the guns mounted on North Wantung, to be ceded immediately to the Chinese, agreeably to another of the proceedings of Captain Elliott, Plenipotentiary.

The 'Nimrod' being about to sail for Calcutta with dispatches, I prepared and sent to Colonel Owen, Deputy Adjutant-General, a detailed report of the strength, formation, and proceedings of the battalion formed, in co-operation with other forces, for the attack of Canton.

The 4th, 5th, and 6th, we were at anchor below Chuenpee, waiting for a steamer and fair wind to proceed to Hongkong.

I have omitted to mention that, on the day the troops went up the river to attack Canton, about eleven o'clock at night, the Chinese made a well-planned, but fortunately unsuccessful attempt to burn the 'Wellesley,' by small sailing-junks, chained in pairs, and set fire to when close. Half the ship's company, or rather more, with a large

portion of the boats, were away at the time on service up the river; but the remainder exerted themselves with such skill and promptitude, under Commander Fletcher and Lieutenant Lord William Compton, that the fire-junks were soon grappled with and towed away clear, and burnt to pieces on the mud.

I sent written reports of the battalion of Royal Marines before Canton to Sir Hugh Gough, K.C.B., commanding the military forces employed in China, and also to Sir Le F. Senhouse, K.C.H., commanding the naval force.

Many of my men, who were on duty with me at the fort, were now seriously suffering with fever and ague, dysentery and diarrhœa; about forty were on the sick list, nor did my own malady at all decrease, which compelled me to keep much to my bed during the day.

7th.—The 'Alligator' anchored near, this evening, and on Captain Kuper coming on board, we were much distressed at hearing that Dr. Wallace, an officer whom all much respected, had died the previous evening of exhaustion, from over-attention to his duty. Sixty of the ship's company were under his treatment for ague, fever, and dysentery; he had no assistant.

On the 11th, the 'Wellesley' was under weigh

for Hongkong. She arrived off the island at three o'clock in the afternoon of the 12th. The list of sick continued to increase: this morning it amounted to 127, 58 of whom were marines.

The 'Blenheim' arrived early to-day; the signal was hoisted for Dr. Lindsey. On his return, we were all exceedingly sorry to find that Sir Le Fleming Senhouse had just died of brain fever. The demise of this brave and persevering officer was indeed a great public loss, and checked for a time the armed preparations that were to have been completed and employed in a few days in the attack of the city and port of Amoy, in the province of Fuh-keen.

Captain Herbert, in the absence of the Commodore, was now, by the unfortunate demise of Sir Le Fleming Senhouse, the senior naval officer in China.

15*th*.—This morning, the 'Wellesley' was ordered to complete provisions for four months, preparatory for a move for the northward.

The sick were more numerous: my three sergeants were on the list, all the officers, myself included, and our three servants. The Second Master of the 'Alligator' died yesterday. At this juncture we should have formed but a very inefficient battalion of marines.

16*th.*—At eight o'clock this morning the remains of the late Sir Le F. Senhouse were removed under a discharge of minute guns, from the 'Blenheim' to the 'Atalanta' steamer, to be interred at Macao; the 'Nemesis' followed with the friends and mourners of the deceased, and all the officers of the navy and army who could attend the funeral. The delicate state of my health prevented my being present; the weather was close and warm, thermometer 85°.

17*th.*—The number of sick were greatly increasing; though entirely confined to those who were on service up the river campaigning.

Mr. Brodie, Master and Commander of H.M. troop-ship Rattlesnake, died this morning; he had only been ill two days of fever.

Many officers were now seriously ill. There were deaths daily. It is computed that of the whole force lately before Canton, fully one-half were now unfit for service, from some one of the prevailing maladies.

19*th.*—The 'Queen' steamer arrived last night from Calcutta, last from Macao, bringing Sir Gordon Bremer and part of the April mail. It was very gratifying to hear that Sir Gordon was appointed co-plenipotentiary with Captain Elliott.

The Adjutant of the 18th Royal Irish died this

afternoon, adding another victim to this war with China.

23*rd.*—My own health was so much improved, that to-day I had the pleasure of dining with Sir Gordon Bremer, to meet Captains Herbert, Bethune, and Kuper.

By Captain Senhouse's death, Captain Herbert commanded the 'Blenheim,' Kuper the 'Calliope,' and Pritchard the 'Alligator,' besides many minor changes.

25*th.*—Eleven men died in the last two days, but sickness was gradually decreasing; the weather very warm, thermometer 88°. The climate at this time was so exhausting and debilitating, that, coupled with the delicate state of my health, I had barely energy and strength sufficient to support me through the short and simple narration of daily occurrences.

30*th.*—This morning eight or nine officers were invalided, and were to go home in the 'Conway;' amongst them were Lieutenants Stransham and Daniels, Royal Marines of the 'Calliope' and 'Blonde,' and many sailors and marines, but not one from the 'Wellesley.'

1*st of July*, 1841.—The 'Conway' was inspected by Sir Gordon Bremer, and so much debility from sickness of the fever and dysentery was observed in

general amongst the ship's company, that the Commodore saw the immediate necessity of sending her to England, and she was then to sail in a day or two with invalids for Portsmouth.

2*nd*.—Having received an invitation from a friend at Macao, for me to pass a few days with him, for the re-establishment of my health, I left the 'Wellesley' at nine o'clock this morning for the 'Queen' steamer. The Commodore and a number of officers were also on board. The weather was fine, but, a very strong tide being against us, it was six in the evening before we reached Macao roads.

Crowds of Tankea boats, with their cheerful merry women-rowers, were soon alongside, and, in less than a quarter of an hour, we were all (myself and five other officers) comfortably located in the dwelling of our kind and hospitable friends Messrs. Robertson and Thompson, merchants.

Captain Duff, commanding the 37th Native Infantry, who had been suffering from violent fever, died on the 7th.

The 9th was a very warm clear day, thermometer 87°. As the evening advanced, all the indications of an approaching typhoon followed,—hot puffs of wind with sudden calms, and dark flying clouds with dropping rain. The wind blew very fresh all night and the heavy showers of rain cooled the air.

Sir Gordon Bremer arrived at Macao on the following day; I called to see him, when he obligingly arranged that I should accompany him to Hongkong about the 20th.

17*th*.—The past night was one of great heat and a perfect calm, the thermometer 89°. About noon, a breeze springing up from the north-east, the 'Conway' weighed for England.

There was a violent storm of wind and rain on the night of the 18th, and every one believed that the typhoon was commencing, but it was of short duration.

I began to feel all the advantages of the rest my visit to Macao enabled me to enjoy; but from my severe attack last year and the more recent one, I was now subject to severe assaults of vertigo, which, when the fits were over, left me for some time perfectly exhausted.

20*th*.—A beautiful cool morning and cloudless sky. At ten o'clock the 'Modeste' prepared for her departure for Hongkong. I bade a hasty farewell to my friends, with whom I had so agreeably passed nearly three weeks, and pulled off for the Commodore's tender, 'Little Hebe,' then under weigh.

The Commodore and Captain Elliott were already off for Hongkong in the 'Louisa.' In the 'Little

Hebe' we found assembled, Captain Pritchard of the 'Alligator,' Lieutenants Collinson, Wood, and Pitman; Mates Shedden and Swinbourne, Royal Navy; Lieutenants Baker and Molesworth, Madras Artillery; Mr. Morrison, Interpreter, who, with Acting-Lieutenant Temple, commanding the tender, Captain Whitcomb and myself, amounting to twelve persons.

When we left Macao the impression of all was that the 'Little Hebe' was only to convey us to the 'Modeste;' but we were much disappointed to learn from Mr. Temple that the 'Modeste' was detained, and that his vessel was appointed to carry us over. This was by no means an agreeable announcement, because not contemplating such a contingency, none had made any preparations for refreshment, and what was a greater evil, in the possible event of not arriving at Hongkong until the following day, there was no cabin accommodation for more than two or three; however, there was no alternative, and after weighing, the wind shifted to the north, and afterwards falling calm and a strong tide being against us, we were obliged to anchor to leeward of the Seven Islands. The 'Louisa,' about five or six miles ahead of us, had already done so.

At sunset, the tide slackening, the anchor was

again weighed, but the weather was very threatening, dark clouds were flying wildly above us from the north, followed by strong gusts of wind, vivid lightning, loud thunder, and heavy squalls of rain.

Under the able advice and management, however, of Lieutenant Collinson and Mr. Temple, the vessel was navigated through the gloom of the night, and with some uncertainty amongst islands and rocks, until ten o'clock, when we again anchored to leeward of the large island of Lantao.

The continued and heavy rain kept us all crowded below; the heat was most oppressive; the wet, penetrating every part of the vessel, added to our already insupportable discomforts by wetting us thoroughly. To sleep was impossible, and, the wind increasing, we all waited with impatience and great anxiety the daybreak of the following morning, which dawned and doomed us to a day of horrors.

Fortunately and judiciously, during part of the past night, the topmasts and all the weight aloft was lowered on deck, and the gun amidships was lowered also into the hold of the vessel, by Mr. Temple. With all these precautionary advantages, the long-dreaded typhoon blew on our seemingly devoted vessel, with a violence never before experienced by

any present. About five o'clock, immediately after daybreak of the 21st, its force was such, that even in her prepared state, the little vessel was thrown on her beam-ends, and all thought her destruction and that of our own lives was inevitable, but the foremast being promptly cut away, and afterwards the mainmast, she righted, and for the moment our hopes of safety were again raised, but it was a very brief moment only. Such was the force and fury of the gale, that the 'Hebe,' with two anchors down, was fast drifting upon a rocky island to leeward. The sea dashed with great violence against its perpendicular front, throwing its foam high into the air; and through the mist could be faintly seen a small group of Chinese in a little sandy bay to the left of the spot we expected to be dashed against, but whether for the purposes of humanity, or plunder and murder, they were so assembled no one could say, as at this awful prospect of an immediate and violent death, the Divine mercy interposed in our behalf, and we were drifted past and from it about fifty yards, and also past a smaller island close to it.

This circumstance was so miraculous, that next to a kind Providence, it can only be accounted for, by a strong and rapid tide, the offset of the rebounding breakers from the shore, and the occa-

sional check which sometimes might have been given by the two anchors in the steep sand or rocks below; however, be that as it may, it was an unlooked for preservation, and the death which seemed so certain, and which all at that hour of trial awaited with a calm and manly resignation, passed from us, and with it, in proportion, arose a confident belief that after two such merciful interpositions we should not perish in the storm. Our trust was in the Almighty, who can save, and who can destroy; we could no longer help ourselves.

The vessel still drifted, blown onwards by the fury of the typhoon, and rolling and pitching with violence and rapidity in the agitated and heavy seas, overpowering the larger number of us with a most distressing and continuing sickness; and all the day and long dark hours of the following night passed along heavily and slowly amidst every possible discomfort of suffocating heat, continual wet, and indescribable apprehensions of where the vessel might be driven, though from her frequently violent pitching in the heavy sea, hope arose that the anchors were holding her, and we were moreover cheered by the gradual shifting of the wind until it came round, about midnight, to south by east, which is said to be a sure prognostic of the abatement of the typhoon. And so it to us most hap-

pily proved, for at daybreak of the 22nd the horizon was clearer, and we were enabled to ascertain our locality with tolerable certainty among the numerous islands surrounding us, and that we had most happily not been driven more than two miles beyond the islands which we had fully believed would have terminated our earthly career.

All hands were soon actively employed in getting up jury-masts, which was a work of no easy accomplishment, amidst the unceasing tossing and rolling of our little bark; but the crew (sixteen of the 'Wellesley's'), aided and directed by the officers, worked with right good will, and though more than once discouraged by the falling down again of the spars when almost erected, persevered with great industry and success. By 10 A.M., the masts being well secured by shrouds and lashings to the stumps of the former ones, and sails bent to correspond, the anchors were weighed, and the high wind from the south being fair, we steered right cheerily before it for the inner harbour of Macao, where we arrived at two P.M., and in half an hour I was again located in the hospitable dwelling of my kind friends, who received me with a sincere and cordial welcome, as of one "risen from the dead." And at half-past three, though feeling rather the worse for my two days' wear in the

'Hebe,' and having eaten nothing for that time, and drunk but sparingly of water, I sat down with no insignificant appetite to the good things placed before me at my friends' well-stored table, thankful to God for the comforts which then surrounded me, and for the escape from the imminent dangers from which I had but just been delivered.

When the typhoon came on, it was the general belief on shore that the 'Louisa' would escape through it, but that the 'Little Hebe' would surely perish.

Great damage was done to the houses and gardens on shore, and in the anchorage of the Taipa and inner harbours. Several vessels had been dismasted, and others thrown on shore, and many lives lost.

23*rd*.—I retired early to rest, last night, and slept soundly, the giddy and whirling sensation of the perpetual motion of the 'Hebe' having left me; but I soon discovered, that being exposed to the constant wet of forty-eight hours had brought with it a return of the painful malady from which I had been suffering.

One of our emancipated party, Lieutenant Pitman, was attacked this morning with fever and delirium.

The weather was again stormy, with occasional

heavy rain. There were three arrivals to-day from Hongkong, and the greatest apprehensions were now entertained for the safety of the 'Louisa,' with the Commodore and Captain Elliott.

Ten vessels were dismasted at that anchorage. The 'Sulphur' was one of them. Two were lost, and many persons perished.

The 'Starling' schooner was driven out to sea.

The steamers were out to-day, seeking amongst the numerous islands for such as might be wrecked.

The 'Queen' rescued several who had been cast on shore, and landed them at Macao. She steamed off again immediately, in quest of the Commodore and Captain Elliott. Many junks were driven on shore, and a general consternation and dismay prevailed.

The 'Wellesley' was materially damaged in her hull, by a merchant ship falling on board of her during the storm of the 21st.

Six o'clock, evening.—Sir Garston Bremer and Captain Elliott had just been brought into the town in sedan chairs. The 'Louisa' was wrecked in the afternoon of the 22nd, on an island about thirty miles to the westward of Macao; the cutter was entirely destroyed, and the whole of her passengers and crew (with the exception of Mr. Owen, the master, who was drowned) with great difficulty

saved their lives, and gained the shore, where they were treated with much cruelty by the merciless Chinese, who robbed them of the clothes they had on; and all experienced great suffering, being left exposed to the storm and rain during the whole night, amongst the rocks.

At one period of their misery, the Chinese approached them with large knives to destroy them; they, however, escaped by offering to pay $3000 if the natives would provide a junk to carry them to Macao, which after much discussion was agreed to, the Chinese not being aware of the rank or persons who were at their mercy, and for each of whom, if delivered over to the Chinese authorities, a reward of $50,000 was offered. Most happily they were so ignorant; and they accordingly conveyed the two Plenipotentiaries, with Mr. Morgan, the Secretary, to Macao, received half the reward, and returned immediately to bring over the remainder of the wrecked, consisting of Fowler, Flag-Lieutenant; Lord A. Beauclerk, late Commander of the 'Louisa,' and fourteen of her crew; on their arrival the other moiety of the ransom was to be paid.

The 'Good Success' trader arrived this morning from Bombay, bringing part of the English May mail, whereby we heard that Captain Elliott was

to be succeeded and relieved from his office of Plenipotentiary by Colonel Sir H. Pottinger.

24*th*.—A beautiful day, and very cool, thermometer 82°; but I was confined to the house by illness. In the evening I ventured to walk to Captain Elliott's, to see the Commodore, whom I was glad to find tolerably well, considering the very severe trials and rough weather to which he had been exposed.

Sunday, the 25*th*.—Atmospheric symptoms of another typhoon. The 'Nemesis' steamer arrived from Hongkong, to convey the Commodore to the 'Wellesley;' in the evening she ran for shelter to the Taipa anchorage, the weather being stormy; lightning and thunder, with heavy rain.

Preparations were made for receiving another typhoon, if it came. I thanked God that I should meet it this time on shore; the weather all this day had been oppressively close, thermometer 88°.

26*th*, *eight* A.M.—It blew tremendously hard from the north-west, and my friends' house trembled to its foundation, and "darkness was on the face of the deep." Not an object could be seen even at a short distance, so close and dense was the rain; the storm commenced soon after midnight, and had continued to increase to the present moment, although this second typhoon had not then attained

all its force. I felt to be in great security as compared with the perils I endured on the 21st instant. Still a feeling of awe and terror was impressed on me by the great violence of the wind and commotion around; trees blown down, tiles and chimneys falling, the roaring and sighing of the wind, and flapping and banging-to of doors and large venetian shutters,—forming altogether sounds most truly appalling; no one goes forth, and all seem anxiously to await the result of the full coming power and devastation of the typhoon.

Eleven A.M.—The wind had gone round to the west, and blew with less violence; the barometer had risen a little also, and hopes arose that the heavy rain might keep down the typhoon.

Two P.M.—Wind south-west, and, though in a favourable quarter for moderate weather, it blew tremendously hard.

Lieutenant Fowler, Lord A. Beauclerk, and the crew of the wrecked 'Louisa,' arrived safely last evening at Macao. The 'Queen' steamer also towed a dismasted vessel into the Taipa.

Eight P.M.—No improvement in the weather. Wind south-east.

Towards the 28th, the weather moderating, I went on board the 'Nemesis' steamer, with many other officers. Sir Gordon Bremer and suite ar-

riving soon after, the anchor was weighed and we steamed off for Hongkong, with the 'Little Hebe' in tow. In our way over we passed Chung-Chow, or Water Island, the shore on which 'Little Hebe' and my future fortunes were so nearly wrecked. It was past sunset when I returned to my old cabin on board the 'Wellesley.' The ship's company were busily employed in refitting and repairing the damages sustained in the gale of the 21st ult.

31*st*.—The 'Nemesis' steamer, having returned to Macao again, arrived, bringing Captain Elliott and suite, who went on the following day to Canton.

The Chinese again manifested a seeming desire to cultivate peace with us *English barbarians*.

On the 4th of August, 1841, the 'Nemesis' arrived from Canton with Captain Elliott. The Chinese Commissioners had expressed a wish for an interview with him at Whampoa; but, as they did not come to the appointed rendezvous, Captain Elliott moved on to Canton, and with the same result.

The Kwan-chow-foo visited the Plenipotentiary, to whom he intimated that if the High Commissioners wished to see him, they must do it quickly, as he should not long wait. The 'Nemesis' discovered that four miles below Macao Passage Fort the

river had been well staked across. Two steamers, with the 'Starling' schooner, were to proceed immediately to remove the stakes.

5th.—About ten this morning, in a sudden squall of wind and rain, a Chinese boat under sail upset, and, although several others were near to her, they regarded the imminent danger of life to which their countrymen were exposed by the unexpected catastrophe with the utmost apathy.

This is a disgusting and unnatural trait in the Chinese character, and was not a solitary instance to us of the painful evidence of their cold-heartedness on such occasions. Whether it arises from their belief in fatalism, or it be an injunction of their heathenish creed, our knowledge does not reach.

One of their boats, however, which was making some tardy endeavours to proceed to their assistance, desisted immediately they perceived a cutter of the 'Wellesley' pulling with all speed to the rescue. When the boat returned to the ship with the wrecked, there were two women within her, drenched with salt water, bitterly crying and bewailing the loss of a child, apparently dead, and which a rough-visaged sailor was humanely endeavouring to restore to animation by rubbing it with his horny hand. The Chinese were conveyed to

the sick-bay, and, by the skill of the doctor the little infant was soon restored to consciousness and the arms of its affectionate and grateful mother.

On the 8th, the 'Queen' steamer conveyed Sir Hugh Gough to Macao, for change of air. Sir Gordon Bremer was also indisposed, suffering from the effects of the severe exposure to rain and shipwreck on the 21st ult. 29 of my party were still on the sick list, and deaths occurred almost daily.

10*th*.—The 'Sesostris' steamer, with the flag of Sir William Parker, the naval Commander-in-chief, arrived and anchored; his flag was removed to the 'Blenheim.' Sir Henry Pottinger, her Majesty's Plenipotentiary, had previously landed at Macao.

Sir Gordon Bremer, who had paid a visit to the Admiral (Sir William Parker), informed me that in consequence of my services on the coast of China, the Lords Commissioners of the Admiralty had recommended me for promotion by brevet to the rank of Major.

By the overland mail I received from Lord Minto a confirmation of my promotion to the brevet rank of major in the army, dated Admiralty, 27th May, 1841.

The 'London Gazette' contained an additional dispatch from Sir Gordon Bremer, in which he stated as follows:—

"I can bear high and honourable testimony to the brilliant services of Captain Ellis, and to his claims upon the favour of his Sovereign and the gratitude of his country, in these terms:—

"I avail myself of this occasion to express my hope that their Lordships may be pleased to bestow some mark of their favour on Captain Ellis, Royal Marines, of this ship. This meritorious old officer was in Sir Robert Calder's action, at Trafalgar, in the 'Potomac,' and in many other very brilliant affairs. The order which he established in the battalion of Royal Marines, and the gallantry with which he led the advance of the force on the 7th, were such as to entitle him to my thanks and admiration; and I venture to recommend him to your Lordships accordingly."

After the battles of Chuenpee and Tykoktow, four commanders were promoted to captains, five lieutenants to commanders, and eight mates to lieutenancies.

11*th*.—Soon after daylight the usual salutes of guns passed between the Admiral and Commodore. The former dined on board the 'Wellesley' at five P.M.; the Commodore kindly invited me to the entertainment, to meet the Commander-in-chief.

The captains of all the ships of the squadron were present. The Admiral left for Macao in the evening.

12*th*.—The ships of war and transports were all bustle and preparation for going to the north.

Two transports arrived from India with native troops.

The 'Phlegethon' and 'Starling' returned from the Canton river on the 16th, having torn up and destroyed the stakes placed across it. The Chinese authorities pretended ignorance of their existence, and asserted that they must have been sunk there by the adjoining villagers, to keep off the Ladrones or river pirates.

On the morning of the 21st, the anchor was weighed, and the 'Wellesley' was taken in tow by the 'Atalanta' steamer to the entrance of the Lema Passage.

The ships of war and transports anchored near the 'Wellesley.'

22*nd.*—Some firing of guns being observed to windward, between a trading junk and a small pirate boat, the 'Phlegethon' steamer was sent in pursuit. The Ladrones had succeeded in boarding the junk, which was from Manilla, laden with sugar, and had wounded two or three of the crew, and commenced the work of plunder; but, observing the approach of the steamer, they hurried again into the boat and pulled for the shore, and succeeded in escaping to the hills. The boat was captured by the 'Phlegethon;' the junk sailed for Macao.

On the 23rd, the 'Atalanta,' with Sir Gordon Bremer, steamed for Macao, on his passage to England.

25*th*.—We kept our onward course for Amoy, and by sunset, having passed several islands with batteries on them, two on our starboard fired about a dozen shot at the 'Wellesley,' which fell short. We anchored beyond gunshot of a long line of fortification in front of the city of Amoy, to allow the ships of war and transports to close.

The 'Columbine,' in running in to take up her anchorage, came so close to the 'Wellesley's' stern that she struck the end of the spanker boom with such violence as to carry away the jaws of it, and force it over to the starboard side, by which accident Lieutenant William Maitland received a severe contusion on the head; one of the seamen was also much injured, Sir William Parker and Captain Maitland also receiving slight contusions.

CHAPTER X.

CAPTURE OF COLONGSOU.—BOMBARDMENT OF AMOY FORTS.—CAPTURE OF A BATTERY.—ASSAULT ON SIR H. GOUGH.—RECONNAISSANCE.—ATTACK ON CHUSAN.—A CHINESE REPORT.—AFTER THE BATTLE.—ATTACK OF CHINGHAE.—MOUNTING GUARD.—ATTACK OF NINGPO.—A PLEASANT WALK.—LODGING IN A JOSS-HOUSE.

On the morning of the 26th of August I removed with forty of my detachment into the 'Blonde' (Captain Bourchier), while a similar number from the 'Blenheim' were transferred to the 'Druid,' which, with the frigate's parties and the 'Modeste's,' gave a total of officers and men 180; conjoined with these was a transport with a company of Madras Artillery, and another transport with 150 rank and file of the 26th Cameronians, Major Johnstone commanding. The whole of this force was placed under the directions of Captain Bourchier, with orders to attack and carry the strongly-fortified island of Colongsou, forming the south side of the harbour of Amoy. We soon proceeded

to cannonade it; the Chinese stood well to their guns, striking the 'Blonde' frequently, and injuring the rigging, but most providentially without touching any person on board. As little impression could be made by shot on the almost impenetrable fortified work of the enemy, Captain Bourchier most kindly and considerately yielded to my suggestions to let me land with my detachment, and drive the Chinese from their position, a battery of 18 guns. A large flat boat held all my men and the crew. In our way to the shore, attempts were made by the foe to sink us, but only two shot fell close, and without accident we succeeded in being the first to land on a low sandy beach to the right of the fort mentioned, and by afterwards climbing the rocks, with some difficulty we gained the cliff and the level. The enemy most courageously opposed us with matchlocks, long spears, and stones, but we soon drove them before us and cleared the fort, Lieutenant Polkinghorne hoisting the British Union. Several of the enemy were killed and wounded. A flag-bearer came so near to me that I invited him to surrender by the well-known and familiar terms of "chteń, chten, Fouchea," but he hesitated and fell; the remainder retreated, some escaping by boats on the beach in rear of the forts. So soon as Captain Bourchier perceived that we

were in possession of the fort, he manned the lower rigging of his frigate and complimented us with three hearty British cheers, the 'Modeste' and 'Queen' steamer doing the same. Lieutenant Gregg, of the 26th, arriving about this time with a party of his regiment, I requested him to move to the south and right of the flank of the marines, and dislodge the enemy from an eight- and a three-gun battery in that direction, and which he gallantly accomplished. In the meantime, having first placed Lieutenant Polkinghorne with a small guard in the before-mentioned fort, I followed the fugitives, some of whom fell, others were drowned in their hurried endeavours to escape, and others, again, fleeing into the villages, threw away their arms. In the great similarity of dress amongst Chinese of both sexes, it is difficult at a short distance to discriminate between them, and to this circumstance may be attributed the death of a respectably-dressed young woman of about twenty. I found her lying on the ground a mile from the fort, wounded in the right side, and bleeding, and had her carefully removed by two of my men to an adjoining house; but, poor creature, her wound proved mortal, and she died that evening. From her appearance she had no doubt been brought up with great tenderness. The contemplation that

others equally innocent fall in war, shows the magnitude of the evil, and which no forethought can prevent. The large shot of the frigates had passed over the batteries inland, and several dead Chinamen were observed with dreadfully mutilated bodies.

Before returning to the larger fort carried by our arms, I made a *détour* with my party, of the populous and extensive island of Colongsou, and Lieutenant Pickard, whom I had sent in advance with a small detachment, found at its western extremity a sandbag battery of nine large guns and a few gingalls, all of which were loaded, but did not appear to have been recently discharged. No other armed party of the enemy was fallen in with, and in all the operations no casualty happened, miraculously, to any under my command. It appeared that we were under the especial care of Providence: the shots passed over us and between us harmlessly; the spears, though long, never reached us; the arrows seemed arrested even in their flight, and did not fly with deadly aim, as two wounds only were inflicted by the Chinese in this brilliant campaign.

The officers with me were Lieutenants Hewett, Maxwell (Adjutant), Ussher, Whiting, Pickard, Farmer, and Polkinghorne, all of whom, as well as

non-commissioned officers, rank and file, conducted themselves with zeal and courage, meriting the utmost praise. Simultaneously, or nearly so, to our proceedings described, the 'Wellesley,' carrying the flag of Sir William Parker, the 'Blenheim,' 'Pylades,' 'Cruiser,' 'Columbine,' 'Algerine,' 'Queen,' 'Sesostris,' 'Nemesis,' and 'Phlegethon' steamers, bombarded the strong and long line of fortifications protecting the entrance to Amoy, opposite to Colongsou, and mounting more than 140 guns; the roar of cannon was tremendous, and the Chinese returned the fire with great vigour but little skill, and the fight continued for two hours, when the remainder of the marines of the squadron, who had been detained on board their ships to man the guns, about 160, were landed under the command of Captain Whitcomb, with a party of armed seamen under the direction of Commander Fletcher, of the 'Wellesley,' whose united efforts soon drove the enemy from a square fort in their front, and were following up their successes, when they fell in with Sir Hugh Gough at the head of the troops, on the extreme flank of the enemy's works to the left and east. The marines and seamen having so gallantly succeeded in their object, returned to their ships, while the troops bivouacked on the crests of the hills for the night, and next day

marched in and took possession of the city of Amoy without any opposition, the Viceroy, Mandarins, and troops having fled from its citadel and walls without striking a blow for its safety! The next day we were all busy in making ourselves *comfortable;* there being no covering for the men, bamboo poles were soon erected, and capacious booths covered with mats afforded effectual cover from the hot sun and the slight dews of the night, and a foraging party under charge of an officer being sent to the adjoining villages, abundance of all kinds of fresh provisions were served to all. A small but substantial and recently-constructed building formed an excellent barrack for the officers.

I sent written reports of my military proceedings of the 26th, to Sir Hugh Gough and to Captain Bourchier, for the information of the Commander-in-chief. The dead bodies of the Chinamen who fell yesterday in battle, about fifteen, were carried down and buried in a deep grave on the sandy beach.

Our only prisoners were two wounded Chinamen, one a young Mandarin, of about twenty, and shot through the knee, the other more advanced in years, and badly wounded; this man's death was momentarily expected, and he lay under cover

outside a low building which contained his wounded comrade, whose thigh was about to be amputated by the surgeons.

On the 27th, the 'Blonde,' 'Modeste,' and 'Algerine' sailed into the harbour of Amoy. Five privates of the 55th Queen's Regiment were accidentally drowned by one of the steamers.

28*th*.—I was out at daylight with an escort of a corporal and two files of my men, accompanied by Lieutenant Maxwell and Lieutenant Baker, Madras Artillery, and in our perambulations we came upon a battery of six guns. The garrison seeing us in the distance, fled, some to the hills, others to boats on the beach. Two or three shots were fired at them, but too distant to be effectual. On my return to the fort I dispatched Lieutenant Farmer with a party of twenty men to the newly-discovered battery. Lieutenant Baker accompanied him with a party of sappers and miners, who spiked and otherwise destroyed the guns and buildings, and returned in the afternoon without meeting with any of the armed enemy. 76 guns were destroyed on this island. The 26th Regiment occupied a small town on the north side of the island, below our bivouac.

Sunday, 29*th of August*.—On visiting the old wounded Chinaman this morning, I was greatly

surprised to find him sitting up; at his request water was given to him to drink, and by his signs to me I ascertained that he wanted to be sent across the river to Amoy, which I soon after accomplished, and the poor fellow was very grateful.

In the evening I walked with Lieutenant Maxwell to a splendid mandarin-house in the neighbourhood of our quarters. This is a princely domain, abounding in everything costly and magnificent, but the rich furniture, decorations, and pictures were thrown down, broken, and torn by reckless plunderers in search of sycee silver and dollars.

30*th*.—At an early hour of the morning, the Royal Marines and the Madras Artillery evacuated the Marine Battery, and returned, the first to the 'Wellesley,' the latter to their transport.*

In the afternoon I landed and walked through the deserted, narrow, dirty, and offensive-smelling streets of Amoy, to the head-quarters of the 18th Royal Irish in the citadel.

On my return from the city with another officer, we lost our way to the landing-place; neither of us had side-arms, it was getting dark, and we wandered into a number of obscure lanes and places, peopled with Chinese, none of whom offered the least insult or molestation.

* Note B; see Appendix.

31*st.*—No Mandarins appearing to treat with the British authorities about the future destinies of the city of Amoy, arrangements were this day made for keeping possession of the island of Colongsou. 400 of the Royal Irish, under Major Cowper, were moved over, also an officer and small party of the Madras Artillery, and the whole added to and placed under the command of the senior officer, Major Johnstone, of the 26th, making a total of about 550 men. The ships to remain were the 'Druid,' Captain Smith, 'Pylades,' and 'Algerine;' the remainder of the expeditionary forces to embark in a few days, and, with the naval force, to proceed to the attack of Ningpo and Chusan.

1*st of September*, 1841.—The Chinese in the city were under considerable excitement, and some musketry firing from the British troops (a company of the 55th) had taken place, in consequence of their having assaulted Sir Hugh Gough on his way through the streets this morning. Two Chinamen were killed.

4*th.*—The wind remaining contrary, I went on shore with the Chinese interpreter to the Commercial Street, next the river, in the suburb of Amoy. It had all the appearance of great wealth, well-furnished houses with extensive stores, running far back and filled with bales of cotton, piece goods,

oil and tea, and other merchandise. The shops were more opened and the people quiet.

The wind becoming favourable, the signal was made for the troops immediately to embark, and with the exception of those on the island of Colongsou, all were on board their transports by sunset. Myself and the gentlemen composing our party, returned to the 'Wellesley.'

In the afternoon, the 'Wellesley,' followed by the ships-of-war and transports, worked out of the harbour of Amoy. We were favoured in our progress to the northward with fair but light breezes, until the 13th, when the north-east monsoon set in strong against us, with thick weather, causing the unavoidable separation of many of the transports; and it was only by considerable perseverance, and taking advantage of the tides in shore,—which we were enabled, by the regularity of the soundings, to approach with confidence,—that we succeeded on the 21st instant in reaching the Chusan group of islands, where fortunately were assembled the missing ships and steam-vessels of the squadron.

On the 24th, we gained the anchorage off the little isle of "Just-in-the-Way," with the preconcerted intention of making our first attack on Chinghae and pressing forward by the Tahae river to take possession of Ningpo.

The transport in which Sir Hugh Gough and his staff were embarked, having fallen far to leeward before we got sight of Chusan, we looked impatiently for the arrival of the General, he however rejoined us on the evening of the 25th. The weather was now too boisterous to approach the exposed position of Chinghae; but, on the day, the Admiral, Sir Hugh Gough, and their respective staffs, made a very satisfactory reconnaissance of the defences of "Tinghae" and "Chusan harbour," in the 'Phlegethon' and 'Nemesis' steam-vessels, and determined on immediate preparations for re-occupying the island.

The enemy opened fire upon them, but as the steamers were distant, and the whole hid from our view by an intervening island, we could not judge of the effect, nor if the fire was returned.

29th.—The thick fog and tempestuous weather of the two last days entirely foiled the arrangements made by the commanders of the forces, for an early reconnaissance of the fortifications of Ningpo, but this morning being more moderate, at nine A.M. the signal was made from the 'Wellesley' to the ships and transports to prepare to weigh, but in consequence of the variable wind, we all came-to again, near Tea Island.

On the 30th, the 'Wellesley' proceeded and took

up the position she occupied on her return from the Peiho last year. The Chinese, at intervals, fired seven or eight shots at the ship, some of which fell rather close, but none struck her, and at sunset, on the hill above us, the enemy made a great display of their troops, firing off their matchlocks and gingalls; the balls of the latter passed over us.

1*st of October*, 1841.—

Extract from the General Order to the Expeditionary Force, H.M.S. Wellesley, 29th September, 1841.

"As the weather may render it expedient to fall back, in the first instance, on Chusan, and recapture that island, the troops will be prepared to land in light marching order, on the shortest notice, in two columns.

"Left column, Lieutenant-Colonel Craigie.

"Madras Artillery.

"Head-quarters, Sappers, 18th Royal Irish, 55th Regiment, Rifle Company.

"4–4⅘-inch mountain howitzers, 2–5½-inch brass mortars.

"Right column, Lieutenant-Colonel Morris.

"Madras Artillery, 2 officers, 50 men; Sappers, 2 officers, 50 men.

"H.M. 49th Regiment, Royal Marines, Royal Seamen Battalion.

"On Trumbull Island, Royal Artillery, Captain Knowles; Madras Sappers, 1 officer, 20 men.

"The European troops, comprising the left column, will

land with two days' cooked provisions, as also the Rifle Company, Sappers, and gun Lascars.

"The troops of the right column will carry one day's cooked provisions. Captain Pears, Madras Sappers and Miners, is requested to take care that both these columns are provided with a due proportion of scaling-ladders and powder-bags, as also for carrying with each, three or four planks, sufficient for crossing canals.

In pursuance of the order, at an early hour in the morning of the 1st of October, the various troops moved into the boats, and began to rendezvous around the 'Wellesley,' 'Cruiser,' and 'Columbine,' while the steamers, 'Nemesis' and 'Phlegethon,' assembled their men on their decks and towed others in boats.

At eleven, the tide being favourable, the 55th Queen's Regiment was the first landed; the Chinese gingall and matchlock men commenced immediately a sharp firing upon them from the slopes and crests of the hills above.

The foremost company of the 55th gradually gained the heights; the Chinese fought with a courage and obstinacy not to be surpassed by any troops,—they were also, at the same time, exposed to a galling fire of shot and shells from the ships-of-war and steamers below. Unable to resist the superior skill and material of their opponents, they

retreated from the battle towards the city of Tinghae, followed up by the 55th.

The 18th Royal Irish landed immediately after the 55th, and were succeeded by the Royal Marines.

While these disembarkations were in progress, the Royal Artillery, from Trumbull Island, bombarded the strongly fortified post on the Joss-House Hill, at the extremity of the suburbs; the approach to which, from the landing-place, was along a recently constructed line of battery facing the sea,—2275 yards in length, and had 333 embrasures and 136 guns mounted. The Royal Irish, descending from the hill, took this in flank. The Chinese lost from 30 to 40 men in defending the battery.

At this juncture, I received a communication from Sir Hugh Gough, signifying his desire that I should not wait for the landing of the 49th Regiment, but move on to the support of the 18th; this order was promptly obeyed, but the Chinese, seeing their best troops defeated on the hills, fled from their long line of fortification and the Joss-House Hill, and in crowds passed through the valleys to the distant parts of the island, abandoning the city and everything.

The Joss-House Fort was taken possession of and garrisoned by the 18th and Royal Marines; the 55th, 49th, and Rifle company marched into the city.

Chusan was recaptured! although defended by 6000 men. The British force did not exceed 2000. The seamen were not landed. It is matter of the greatest surprise as well as of admiration to all, to reflect on the great ability and extraordinary industry of the Chinese nation, which enabled them in the short space of seven months to erect the most extensive and solid defences of earth and masonry, and of superior workmanship.

Amongst the captured spoils were thirty-seven new brass guns, of English pattern, 24-pounders, and cast at the Ningpo foundry. The day was wet, and the line of march through slimy mud, ankle-deep. I was therefore glad, as we were all wet and very dirty, to obtain permission, at sunset, for the detachments to return to their respective ships; we embarked in the 'Sesostris' steamer, and at eight P.M. I was again on board the 'Wellesley.' There was no casualty whatever in the battalion.

The 55th had 1 officer killed, and about 12 men wounded. The Royal Irish had 3 wounded.

The following bulletin was afterwards published by the Chinese authorities of the island:—

THE 'TING-HAE GAZETTE,' 5TH OCTOBER, 1841.

(*Translation.*)

"We announce with deep grief to our readers, that Wang, a General of Keangnan, committed suicide after the battle

on the hills had been lost. General Ching fell gloriously in the discharge of his duty, being killed by a musket-ball from the barbarians. General Kin-Keo, the celebrated Tartar, and Commander-in-chief of the local, naval, and land forces, defended himself to the last in the shore batteries, against a set of barbarians, called Royal Irish, but being severely wounded, it has not been fully ascertained whether he gave himself the death-blow or died from loss of blood. We subjoin with great sorrow, that about 200 of our brave warriors, who are always invincible, have fallen in defence of Chusan; the number of wounded has not yet been ascertained.

"Our army, which previously consisted of 6000 men, retreated upon Sin-keamun and Tsinkong, and embarked there for Ningpo, thus escaping the clutches of the barbarians."

On the 5th of October I landed, and walked to the joss-hill and city of Tinghae; the houses of the former were entirely empty, and appeared to have been occupied only as barracks by the Chinese soldiers. The shops of the city were all closed, but the streets were well filled.

I visited the Temple of Confucius, which was under repair. The large joss-house, its gigantic and inferior gods, had all been regilt, painted, and decorated. The queen of heaven and infant child, the dove, and numerous groups of smaller figures around her, in the attitudes of adoration, had a

magnificent appearance. The whole interior of the building was splendidly ornamented. Dilapidated walls and fractured gods of wood and clay had been made perfect by the hands of men since our first visit, and in an absence only of a few months.

Several dead Chinamen were yet lying about, and two or three in the water.

The greater part of the killed had been buried the day preceding. One poor fellow was still alive, where he fell mortally wounded by a bayonet stab in the throat,—the maggots were about it; a cup of water was near him; he was past all human aid, and left to die. I lifted the mat which was over him, but quickly replaced it as his manner and expression seemed to entreat me not to disturb him; he had lain five days in that state, in rain, sunshine, and cold,—one of the already numerous victims to the duplicity of an arbitrary Government. He died on the following day.

The Wellesley's boats re-embarked the 18th and Sappers and Miners, who were employed in the batteries destroying iron guns, and sending the brass on board the 'Blundell' transport.

8th.—The 55th Regiment embarked in the 'Jupiter' for the attack of Ningpo, also the Artillery, Sappers and Miners.

The 'Nemesis' and 'Phlegethon' returned about

sunset, with the Admiral, Sir Hugh Gough, and staff, from reconnoitring the fortifications of Ningpo.

Although those vessels were well within gunshot, the Chinese did not fire upon them.

At daylight of the 9th, the 'Wellesley' was unmoored, and several of the transports weighed for the anchorage near to Chinghae, leading to Ningpo, and at five o'clock in the afternoon, with the ships of war, steamers, and transports with troops, we anchored within three miles of Chinghae, a fortified height and large walled city at the entrance of the river leading to the extensive city of Ningpo, and about twenty miles from its mouth.

The city of Chinghae is situated at the mouth of the Tahae, or Ningpo river, and is strongly covered by its citadel, built on a lofty headland jutting into the sea, and by a number of heavy batteries and outworks on each bank of the estuary.

At dawn of day of the 10th, preparations were commenced for the attack of Chinghae.

The troops, under Sir Hugh Gough, disembarked on the mainland in two divisions, and to the southward of an elevated and strongly-entrenched camp on the left bank of the river, considered by the Chinese invulnerable; it, however, soon proved its incapacity to resist the persevering and daring assault of our gallant troops, who soon drove the

enemy from it and before them to the bank of the river, where many fell and others were drowned. Sir Hugh Gough was everywhere victorious.

While the above operations were successfully proceeding on the mainland, the 'Wellesley,' 'Blenheim,' 'Blonde,' and 'Modeste' weighed, and soon afterwards reanchored in positions on the sea side of the lofty citadel, about half-gunshot distance, and from whence but few cannon could bear on the shipping.

The effect of the well-directed fire of the squadron was very soon apparent, in the tumbling in of the roofs and walls of the fortification, and the garrison retreating from it.

The Royal Marines, about 300, with the armed seamen, 400 more, under the command of Captain Herbert, were quickly landed at the foot of the rocky promontory. The ascent to the fortress was gained with much difficulty, but the enemy no longer resisted; they had retreated in dismay. But the result of the excellent firing of the shipping was immediately evident in the ruin around. Many wounded and slain Chinamen were lying within and near to the entrance to the sea-gate, some horridly mutilated and burnt by the explosion of shells and gunpowder.

The column did not halt, but moved through

the ruined buildings to the attack of the city walls below. These were soon gained; and four private marines, Robert Beer, George Watts, William Jays, and Thomas Parker, of the 'Wellesley,' after great perseverance, and without the aid of scaling ladder or other help, succeeded in gaining the entrance of an embrasure (the enemy being kept at a distance by the close firing of the marines from the slope of the citadel hill, which commanded and swept the rampart); and from the ramparts these men promptly passed the end of a rope down to their comrades below, whereby I with many others soon effected an entrance. We were followed by the energetic and gallant Admiral, Sir William Parker, to whom I had the good fortune to render some assistance in entering within the embrasure and into the city.

Shortly after this, scaling ladders were placed, and the remainder of the battalion soon assembled within the walls.

In the meantime, observing several of the enemy still halted and within range of musketry, I desired a few of the marines to open fire on them, which quickly dispersed them, killing and wounding from three to four. At this juncture the Chinese sprang a mine; a terrific explosion ensued, and, for a while, an awful silence followed. Stones and large

pieces of wood fell around us:—fortunately, however, only one of our number fell; he was killed by a piece of wood falling on his head. He was a drummer of the 'Blenheim.' The Chinese suffered severely by the explosion.

The Royal Marines (and the seamen also), having formed in quarter distance columns, the latter were directed by Captain Herbert to remain halted on the rampart, while, accompanied by Sir William Parker and other naval officers, the latter all proceeded with me and the Marine battalion to make a *détour* of the extensive walls which surrounded the city of Chinghae, leaving as I proceeded guards, under the command of an officer, at several of the entrance gates.

On our return, the seamen rejoined their ships, and the marines bivouacked for the night on the ramparts and in a joss-house adjoining. I took up my quarters with Captain Whitcomb and other officers of the battalion, in the house of a Chinese engineer officer, where we passed the night. This house finally became the Marine officers' quarters while any of them remained at Chinghae.

Early the next morning I accompanied Sir Hugh Gough around the walls of the city, to show him the gates and posts I occupied. My arrangements were approved; and, as all the troops had now

moved over to Chinghae, Sir Hugh Gough directed the 18th and 55th Regiments to relieve me of some of the guards at sunset. This and the following day I devoted to getting all the battalion under cover, securing my position, and other essential arrangements.

On the evening of the 12th, the General having decided on a forward movement to Ningpo, with all the troops excepting the 55th Regiment and a company of marines who were to remain in garrison at Chinghae, agreeably to orders from the Adjutant-General, I issued the following directions on the subject:—

"*Royal Marine Quarters, Chinghae, 12th October*, 1841.

"2 subalterns, 5 sergeants, 6 corporals, 2 fifers, and 100 privates of the battalion of Royal Marines, will remain in the garrison of Chinghae, under the command of Captain Whitcomb, until the return of Major Ellis from Ningpo-foo.

"Officers: Lieutenants White and Whiting.

"Mr. Tweedale, surgeon.

"The remainder of the battalion will be in readiness to march off at seven o'clock to-morrow morning.

"Lieutenant White, with a guard of Royal Marines, will relieve the 18th at the east gate, at a quarter-past four to-morrow morning.

"S. B. Ellis, *Major*."

The next morning, the 13th, the remainder of the battalion, consisting of part of the Wellesley's detachment, the Blenheim's, the Modeste's, and Columbine's, embarked in the 'Modeste' for the attack of Ningpo. Sir William Parker's flag was flying on board her; Sir Hugh Gough and suite were also there.

The troops of all arms were distributed in the steamers and smaller vessels of war.

When we had gone about ten miles up the river (which is very narrow), with the flood tide in our favour, the 'Modeste,' in tacking, grounded on the right bank, and we were all immediately removed to the 'Sesostris' steamer, to lighten and get her off. This, after a time, was with difficulty accomplished.

The distance by water from Chinghae to Ningpo is about fifteen miles.

The following were the arrangements of attack:—The main forces, under the command of his Excellency Sir Hugh Gough, the Major-General, were to assault the bridge gate; whilst I, with the marines alone, received directions to attack and carry the north-west gate, or Gate of Confucius; and the seamen brigade, directed in person by the Admiral, were to carry the north gate, being the centre one of the two before mentioned.

On arriving at the point of landing, boats were immediately sent to disembark the marines, which was accomplished without accident, the panic-struck Chinese abandoning the walls without firing a shot, and fleeing from the city in the direction of Hanchow-foo, the capital of the province of Che-keang.

As soon as the battalion had assembled, I moved off to my right, through a suburb and a dockyard, under the high ramparts, and within half musket-shot of them for more than a mile. As the whole length of it was loopholed and strengthened by a good parapet and embrasures, if the enemy had resisted we must have suffered a heavy loss in killed and wounded.

On reaching the outer gate we found it partially opened, the inner gate was strongly barricaded, but the obstructions were soon broken through and removed, and we entered the extensive city of Ningpo, not under a *shower of balls*, but the most *pelting rain*. Not a Chinaman was there to be seen, and the houses and shops were all closed.

I quickly placed my men in a large guard-room over the gate, and with Adjutant Farmer and a small armed party, proceeded to examine the space around.

After awhile a company of the 18th Royal Irish,

commanded by the Honourable Lieutenant Stratford, having landed at the bridge-gate, passed along the ramparts to the west gate, and I requested him if he saw the General, to report to him that I was in possession of the north-west gate, agreeably to his orders.

The rain still continued, and we began to think that it was time to seek some place of shelter for the night. For that purpose we burst open the large entrance-doors of a joss-house, not far from the gate; but, notwithstanding the presence of many huge and hideous-looking heathen images or idols (gods and goddesses), the interior was damp and dismal, and we rejected the shelter.

At this unenviable juncture I received a message (by an orderly of the 18th) from the General, stating that he wished to see me immediately, but the orderly knew not where he was to be found, as he had left him two miles off at one of the gates beyond the western one.

It was now dark, and still raining; however, with Lieutenants Hewett and Farmer, and a small escort, I set out in obedience to his wishes, and took the walk of the ramparts, as the most eligible and probable route to meet him.

After a walk of full two miles I fell in with Captain Moore, of the Madras Artillery, and a

party of his men, busily occupied in planting two field-pieces on a bastion of the walls. The Captain told me that, an hour before, Sir Hugh Gough had descended from the ramparts to the principal street. I tried to follow him there, but in vain. In this part of the city several shops were open, and the citizens betrayed no uneasiness at our presence among them.

As it was now quite hopeless to fall in with the General before the following day, and being, moreover, wet, weary, and hungry, I determined to return, *if I could*, to the Gate of Confucius, and turning to the left, having no by-way passenger capable of directing us, we, after wandering by the aid of a paper lantern (which we had *unceremoniously* taken from a passing Chinaman) through several long streets, muddy and dark, had the good fortune to reach the desired post.

We now resolved, *having no alternative*, to recline our tired frames on the clay floor of the rejected joss-house, and command our appetites until the following morning. A better fortune, however, awaited us.

On approaching the temple, two monk-like persons with lanterns, and who seemed to have been examining the damaged doors, retreated rapidly to a further building, which they entered, and the

unwelcome sounds of the unfeeling fastenings grated on our ears; *but in our hard condition all ceremonials* were forgotten, and two or three applications of the butt of a musket to the portal soon caused it to be opened by a moustached priest of the Taou-Keaou sect, attended by a menial, by whom we were conducted with much civility to a spacious and well-furnished apartment, far within the joss-house, and hot tea, stewed fowls, and other creature comforts were soon abundantly spread before us; and our new friend (who partook of the feast, and of the exhilarating joys of our liquid canteens) was as merry as the merriest. None of the expedition fared so well as ourselves that night, nor, indeed, for long after, for we established our quarters there so long as the marines were in garrison at Ningpo.

CHAPTER XI.

SAM-SHU.—LIKING FOR THE BRITISH.—SEIZURE OF BULLETS.—DISAPPOINTMENTS.—CHINESE COMPETITIVE EXAMINATIONS.—CONDITION OF THE WOMEN.—DISEASE.—ENGLISH CHARITY.—CHINESE BENEVOLENCE.—CHINESE TASTES.—MRS. NOBLE'S CAGE. DEPARTURE FOR CHUSAN.

THE next day I set to work to convert these extensive residences of gods of wood and clay into barracks for the men. They consisted of several apartments, and by a little arrangement were made comfortable quarters.

Of all the British troops in Ningpo-foo, none were so well housed as the Royal Marines; indeed, Sir Hugh Gough, when he visited them, congratulated me on my good fortune.

A very few days restored confidence to the Chinese, who, to appearance, were much pleased with the change of masters; some shops were reopened, and abundant supplies of fish, fruit, and vegetables

were daily brought to our quarters for sale by the natives, and the men wanted for nothing.

The most formidable enemy for the time myself and the officers had to contend with, and which required the utmost vigilance on our part to prevent, was the too free use, by our men, of that most pernicious fermented liquor called "sam-shu;" there were immense stores of it in the neighbourhood of our bivouac, and we were under the necessity of destroying many hundred jars, containing from two to four gallons each of the liquor, as the surest remedy for the evil.

Occasionally a Chinese or two would be detected bringing this liquor to the joss-house for sale, and whenever the guilt of a culprit was established, the invariable punishment was a smart bambooing and loss of tail; nothing earthly is so humiliating to a Chinaman as the deplumation of his queue, an ornament to him of great personal pride and care, and the longer and thicker the queue is, so much the more is he admired and envied. Many among them, to whom Nature, in this particular, has not been prodigal of her gifts, supply the deficiency by braiding skeins of silk with their hair, to give the tail the coveted magnitude and length. The front of the head and temples are always closely shaven, so that the only foundation to this elongated deco-

ration is in the crown and the back part of the head.

The population of Ningpo-foo is estimated at 700,000, but at the time of the entry of our troops into the city, not above half that number were there. We held possession with less than twelve hundred men.

The Chinese are an industrious, mercantile people; they are unwarlike,—habituated for centuries to a life of peace, the science of war has been neglected; their arms and cannon are inferior to the European, though their aptitude for improvement is extraordinary, which was testified at the gun-carriage manufactory and cannon foundries of brass and iron at Chinghae, which also would do credit to any European Power.

The domineering tyrannical power of the mandarins, united with the government of responsibilities of fathers for sons', and sons for fathers', good behaviour, and of every tenth householder for his nine neighbours, depresses the spirits of the people, and makes them timid.

Their soldiers, however, are not wanting in courage, and they meet death with great coolness and indifference.

In the strategy of war they are very deficient, wanting combination and skilful leaders.

As the war proceeds, however, they will rapidly progress, and may, with their enormous population of 360 millions, in the course of time become a troublesome foe.

Their Government is haughty, vain, domineering, faithless, perfidious, and cruel; while its edicts, at a distance, breathe forth withering commands for the immediate extermination of the presumptuous barbarians (as the English are termed), it betrays no little timidity; the glorious successes of the war have already destroyed their long-cherished exclusiveness. In the several cities and towns which our arms have gained, the people manifest a wish to remain under British rule; they contrast its mildness, its justice and security, with the rapacity and tyranny of their own, and in all of them a well-regulated native police is speedily formed, to co-operate with our troops in maintaining order within the walls and neighbourhood.

The third day of our occupation of Ningpo, while writing in my room, I was suddenly interrupted by the unannounced entrance of a well-dressed Chinaman, whose earnest manner and gestures soon excited my curiosity. I quickly perceived that he required my assistance to rescue him (as I imagined) from some wrong committed by our own thoughtless sailors or soldiers.

Seizing my sword, I determined to accompany him, requesting Adjutant Farmer to follow me with two files of armed men as rapidly as possible.

We hurried onward together for about a mile, when prudence suggested to me that I should wait for the coming escort. He seemed impatient at the delay, but the escort soon came up, and a few paces more brought us to a large and handsome dwelling.

He suddenly opened a wide entrance door, which conducted to a spacious and well-furnished apartment, where we saw a number of native thieves plundering his property, who, the instant they perceived us approaching, made a rush to escape by the back outlet, dropping in their retreat some of the stolen property. I directed a shot to be fired at the fugitives, whereby one was wounded, but they all escaped.

Our new acquaintance was very thankful for the prompt and timely assistance afforded by us in saving so much property, and placed before us warm tea, fruit, preserves, etc., of which we slightly partook.

When we rose to depart, he further manifested his gratitude by directing some of his household to conduct us to a large adjoining mandarin store. It was well secured, but we effected an entrance, and

were gratified to find that it contained an immense array of tubs and packages filled with leaden bullets for gingalls and matchlocks. Leaving my file of men in charge of the building, I proceeded forthwith to make a report of the circumstances to Major-General Sir Hugh Gough.

A corporal's guard was sent to watch the prize, and two days after the whole of these leaden missiles were removed to a transport; their estimated value was between £700 and £800.

Many other instances in addition to the foregoing might be recorded as proofs of the high opinion entertained by the Chinese of the justice and honourable principles of the British forces.

The determination of the naval and military Commanders-in-chief, Sir William Parker and Sir Hugh Gough, respectively, to enforce the laws to the utmost, was as generous as it was conspicuous. They punished all detected plunderers with an unsparing hand.

The most troublesome of these delinquents were the lower class of Chinese, and the disbanded soldiers or runaways from their armies. To such a daring extent, indeed, was plundering carried by the latter, that in the suburbs outside the bridge and north gates of the city of Ningpo, nothing more remained of the houses and shops than the

bare walls, the flooring and rafters being all removed.

To arrest the evil, which began even to be carried on in broad day in the obscure parts of the city, the General commanding directed that a picket-guard from each corps, commanded by an officer, accompanied by a drummer with a cat-o'-nine-tails, should perambulate the streets and inflict summary punishment on every offender on the spot.

This soon checked the audacity of these lawless thieves, and after awhile the vigilance of the native police was sufficient to restrain every excess.

Unhappily, one of these zealous conservators of the peace on night duty was subsequently shot through the lungs by a sentinel (a young soldier), at the bridge gate, who, observing a numerous party of Chinese with lights approaching his post, and receiving no answer to his repeated challenge of "Who comes there?" hastily discharged his loaded musket to warn the guard, and in the direction of the supposed approaching enemy, whereby the above accident occurred. The poor Chinaman's life was for some days in great jeopardy, but ultimately he recovered from his dangerous wound.

An inquiry into the circumstances was instituted immediately after the accident, and the sentinel's conduct being considered incautious and precipi-

tate, he was adjudged a punishment of some days' confinement to his quarters.

The fortifications of the city of Ningpo are very extensive; the rampart is of great breadth and solidity, the parapet weak but well loopholed, but few embrasures, and better calculated to resist the effect of matchlocks, bows and arrows, than field-guns. There are six gates of entrance besides two water-gates, and the walls are five miles in circumference within.

On the 19th of October, 1841, my first duties as a *recognized* field officer commenced, and when I had visited all the guards and gates, and returned to my quarters, I had not walked less than ten miles, which had taken four hours to accomplish. The day was sunny and warm, and I must confess that I felt somewhat weary, the road being *un*-macadamized, and I was glad to be quiet until the evening hour arrived for again visiting the far distant magazine guard.

The next day I had the vexation to read in a Calcutta newspaper, which contained the gazetted military promotions, that the date of my advancement to a brevet majority was the 11th of June, whereby, if it were to remain so, I should be unjustly deprived of all the pecuniary advantages of a Field Officer in the convention of Canton, on

the 27th of May preceding. I therefore, in vindication of my own position as an officer, immediately addressed a letter on the mortifying subject to Colonel Owen, D.A.G., Royal Marines, requesting him to place before Lord Minto my accompanying letter, submitting my hopes for earlier promotion than the 11th of June.

The area within the walls of Ningpo is of great extent, but it is not wholly occupied by the city. Large spaces are under cultivation for vegetables, and much ground is also occupied by the numerous joss-houses and other public buildings. Among the finest to be seen in China may be ranked the Temple of Confucius,—a series of temples, separated from and standing in front the one of the other, until you reach the great Hall of Audience, and on entering the beholder is struck with wonder and admiration. The throne, the ceiling, the walls, display the utmost skill of carving: the former is lofty, spacious, and of delicate and elaborate workmanship; the two latter, in addition, exhibit, divided into varying compartments, the finest specimens of painting, while the flooring is a tessellated pavement of the choicest coloured marbles.

Beneath this splendid dome, the aspirants for civil and military honours, and officers of the Celestial Government, must be examined, before they

can be admitted candidates. It is open to all, rich and poor; the talented only can succeed.

The examinations are triennial, and continue for several days. On the first day, three themes, collected from the *Four Books* of Confucius, are required to give the scope and meaning of each; and a fourth theme, on which they must compose a short poem in rhyme.

On the second day, a theme is given them from each of the five *Classics*, and on the third day, five questions, referable to the history or political economy of the country, are given them. The themes must be sententious, and have a refined and profound meaning.

Of the thousands of candidates assembled from the province of Chekeang at these examinations, only fifty can obtain a degree.

Not far from the west gate of the city, towering high above all visible objects, is the seven-storied pagoda; the labour of ascending within its spiral, 174 steps, is amply compensated in the commanding view it afterwards bestows of Ningpo, its suburbs, canals, and surrounding country. This celebrated erection is fast falling into decay.

In the principal streets, at distances of little more than a quarter of a mile apart, stone archways are thrown across, the sculpture above and

at the sides representing, in most admirable workmanship, vivid descriptions of battles on horseback, and conferences of princes and ambassadors, beautifully chiselled out of the stone in groups, with back figures and attendants. These gates, though still looking so fresh, are supposed to be of great antiquity.

The entrances to some of the houses of the mandarins, though more modern, are no less to be admired for skill and beauty.

Apart from these, the dwellings of the inhabitants are low, and of dirty appearance.

The women did not appear in numbers; but of the few that were seen, those *un peu passées* were very ordinary, and of the younger, although some of them might, from their languishing half-closed dark eyes, be said to have an interesting appearance, still the "*small feet*," that cruel "badge of bondage," depriving them of the power of locomotion, neutralizes, in the European eye, all their charms, and in lieu of the "grace of step," so much admired, he contemplates with pity and abhorrence the thickly bandaged ankles and compressed feet of the tottering object before him, moving with difficulty, and generally by the aid of a walking-stick, or the support of some relative, for safety.

Women of the higher class, it is said, seldom

leave the house except in sedan-chairs. Their lives are but an honourable captivity; they have few or no real enjoyments; are ignorant of almost everything, very few of them being able to read or write, and they live and die little more than mere ciphers in human society; pale and emaciated; the greater part of their lives is spent in embroidering their dresses. They have always been regarded with contempt by the Chinese. The birth of a female is often a matter of grief to the parents, and infanticide is frequent; they are far from regarding this crime with horror, and when reproved, "*It is only a female*" is generally the answer.

The price which is paid to the parents of a bride constitutes her a saleable commodity, and causes her to be regarded as differing little from a mere slave.

In the choice of a partner for life, she acts only a passive part. She is carried to the house of the bridegroom, and there disposed of for life by her parents.

So much for the "*Celestial Empire!*" In vain can we look for any amelioration of its moral condition, so long as the wife, the daughter, the sister, and the mother, are regarded and treated as slaves.

Not many days after the arrival of the British

troops in the city, that most alarming disease, the Asiatic cholera, began to appear amongst them; fortunately the skill of the surgeons counteracted its malignity, and the deaths were few. On the 25th of October four of my men were suddenly attacked, and one private died in a few hours; the other three recovered, but were so reduced that they were necessarily removed to the ship.

The next day the Field Officer's duty was again mine; the weather was stormy and wet. In the evening a fire broke out not far from our quarters; it was quickly subdued by the marines.

Nothing can be more dark and cheerless than the city of Ningpo after the sun has set; soon after that hour the shops are closed, and the Chinese confine themselves to their houses. No noise is heard in the streets, except at intervals the bamboo tap of the native police, or the measured tread of the officer's picket-guard, perambulating various points in their nightly round, relieved occasionally by the loud challenge of "Who comes there?" of the watchful sentry.

The succeeding day I was again occupied in "Field-Officer's rounds," and "parading guards." The frequent recurrence of this duty arose from the sudden illnesses of Lieutenant-Colonel Adams, of the 18th Royal Irish, and Major Bligh, of the

49th, which were of so serious a nature as to compel them unfortunately to invalid, and quit the expedition in all haste for India.

Sooner or later, dysentery masters all our warriors. Some recover *for awhile*, but how few, indeed, are they, compared with the hundreds who have ultimately fallen, and the many who have fled, for the chance of averting death, to other climes!

In the rear of this formidable leveller follow the other grim messengers of death, *insidious foes*—diarrhœa, ague fever, cholera! to say nothing of the quietus of battle!—yet, strange inconsistency in man, all are gay and indifferent, as though each believed that he individually was living *exempted from all* maladies! In the actual state of almost daily warfare, it is better, perhaps, that it should be so.

"All men think all men mortal but themselves."

About this time, early in November, 1841, our active and able chiefs, Plenipotentiary Sir Henry Pottinger, Lieutenant-General Sir Hugh Gough, and Admiral Sir William Parker, perceiving the fruitlessness of all their benevolent efforts to arrest the miseries of war on the peaceable and unoffending Chinese, by some proposals of accommodation to the British terms on the part of their arrogant

Government, after a forbearance unexampled in the annals of war, resolved henceforth to use more stringent measures against them; and with that view, an order was issued to the officers in command of ships and steamers to capture and detain all trading junks of value for condemnation. This announcement gave general satisfaction to both services, and was an earnest of reward for hard past trials and privations.

On the 4th of November the Admiral came to Ningpo in the 'Nemesis' steamer, and hoisted his flag in the 'Modeste,' at anchor near the Bridge of Boats.

In the course of the next day, I received from Captain Whitcomb the mournful report of casualties at Chinghae. Since the 13th of October eight marines had died of cholera, six of whom belonged to the 'Wellesley.'

A corporal and eleven privates, no longer able, by reason of sickness, to perform garrison duty, were sent on shipboard. This was a sad thinning of our ranks; the constitution of many of those who had been on garrison duty with me at Tay-wong-kaou Fort, near Canton, in April and May last, were broken down and enfeebled, and rendered thereby easily susceptible of disease.

To arrest the calamity, directions were immedi-

ately given to remove the remaining men to another quarter, which most happily had the desired effect.

Early on the morning of the 5th, a female infant, not two years of age, sickly and ill-clothed, was found alone, lying at the outer door of the men's quarters, deserted by its unnatural parent; though it may possibly be, that no longer able to provide it food, she was driven to trust its salvation to the "English barbarians."

If such was her hope, she was not mistaken; for while one kind-hearted old marine soldier was gently occupied in warming and drying the child by the fire (for the night had been cold and wet), another was no less assiduous in preparing for its craving appetite bread, soaked in warm water; milk being a luxury unknown in China.

So far, all this was very praiseworthy, but in an enemy's country, where no soldier's hours could be called his own to be spared to minute and unceasing duties of *dry-nursing*, the inquiry naturally suggested was, what is now to be done with the poor helpless babe, thus thrust upon our humanity? I therefore resolved at once to go and consult with my philanthropic friend and Chinese interpreter, Mr. Gutzlaff, on the embarrassing subject, and was the more encouraged in this resolution by remem-

bering that his lady maintained a small asylum for Chinese female children, at Macao, and because also he ever exultingly proclaimed the land of China as the country of his choice and adoption, and therefore his fostering care of one of its helpless daughters could not for an instant be doubted.

These conclusions, which to me appeared so natural, were, however, too hastily formed; as to Mr. Gutzlaff, they seemed *evidently* too inconvenient to be followed, as he wished to refer me for counsel in the perplexing affair to his colleague, Mr. Morrison. This, however, I positively declined to follow, observing, that as all the management of the city police was in his (Mr. Gutzlaff's) especial department, it was consequently his bounden duty to find out, if possible, the parents of the child, and failing in that, to give directions that some provision be made for it; and if this were not speedily done, as a last consequence, I should order the foundling to be left at his quarters.

On returning to barracks, I was rejoiced to find that a benevolent and respectable couple in its neighbourhood, like the "good Samaritans of old," had taken compassion on the poor infant, and carried it to their dwelling-place to be fed with their own children.

From my own observations of the character of

the Chinese, I believe that there are many of this glorious stamp in the land of the heathen beings abounding with the "milk of human kindness," and open as the day to "melting charity;" and doubtless, many also there are, as in "Christian Europe," whose flinty hearts feel not the woes of others!

Many days had not elapsed after our entry into Ningpo, where we were quartered in spacious joss-houses (the abode of heathen gods of blue and red and white and black complexions), before we had the gratification to witness in the immediate vicinity of our bivouac, the result of the humane measures of our gallant General, Sir Hugh Gough, who would allow no man, whatever his rank, under his command, to inflict with impunity an injury upon any peaceable resident or shopkeeper of the city.

As far as I possessed the ability of carrying those salutary measures into operation, they were rigidly enforced amongst the marines; and venders of fish, eggs and poultry, fruit and vegetables, trafficked in the men's quarters with perfect safety, and fair dealing; and the shopkeepers near us, instead of immuring themselves in their dwellings, removed their shutters; children came out to play, and industry drove away fear and suspicion.

Barbers are a very numerous fraternity in China; on the door of the shop of one of them who resided contiguous to our quarters, was proudly proclaimed in large characters the following announcement:— "Foukei, Shaver and Haircutter to the Royal Marines! N.B. Beards smoothed for six pice! (about three farthings English money). Ready Money! No Trust!!

The abode of this knight of the razor was generally the focus of fun, where small parties of soldiers, sailors, and Chinese frequently congregated, and in smoking and laughter pleasantly and harmlessly whiled away the time.

The Chinese are a merry, light-hearted people, temperate in drink, but great gourmands. Shops of all descriptions of food—fish, fresh and salted pork, grain, rice, vegetables, sweetmeats, pastry, fruits, goats' flesh (kids), frogs, kittens, puppy-dogs, etc.,—are very numerous indeed throughout China. A Chinaman's stomach rejects nothing; everything that has breath is welcomed to its interior. Maggots are not repudiated, nor the entrails of fowls and animals. Snails are a luxury! and, made into small *pâtés*, have the flavour of the oyster so much delighted in in England; and many there are in that land of "*refined taste*" whose appetites luxuriate in fattened mites in cheese.

We are all "creatures of habit," and the Chinaman's maggot is but a mite of larger growth. The proud, haughty, and luxurious mandarin revels in all sensual delights; but it must be admitted, such is the frailty of man's nature, that elsewhere, as in China, the exalted and rich are too frequently the slaves of their own inordinate desires and appetites.

The 6th, 7th, and 8th of November were rainy, comfortless days, and the evenings were becoming so cold that we were glad to congregate around large pans of burning charcoal, or wood, for warmth, regardless of the suffocating smoke which sometimes filled the room and often compelled us to open the door to give it exit. The Chinese know not the luxury of a "snug fireside," as in comfortable Old England. As the cold advances, so they, in like proportion, increase the number of their outward coverings; these, with the aid of a portable brasier of heated charcoal, constitute their only means to resist the "pinching enemy."

A Chinaman's house in winter is a poor defence against searching cold; trellised windows covered with thin paper, and ill-fitted doors, admit the wind too liberally.

Officers from the squadron visiting the city were frequent guests at our mess; supplies of wine and spirits, as opportunity offered, came from our re-

spective messes afloat, so that happily at no period of our services in Ningpo, were we *necessitated* to become members of a "Temperance Society." But to all lovers of Souchong, I would say, forthwith repair to Celestial Ningpo, *if you can:* there it is fragrant to the smell, and delicious to the taste; the two senses will be richly gratified at a small expense; the quality is unrivalled—of small leaf, with a slight admixture of early orange-flower buds, and cannot be exported. *Here* is your Paradise, Teetotallers!

The 10th of November was a misty morning, and not a bad counterpart of an English November day.

I visited the Chinese magisterial halls and prisons, which had held confined Mrs. Noble, Captain Anstruther, and Lieutenant Douglas, Royal Navy, and the crew of the 'Kite,' wrecked in 1840.

In one of the buildings was a large cage, not unlike a den for wild beasts; and within were iron manacles, chains, wooden stocks, with iron ankle-rings, cangues (a square heavy piece of wood, encircling the neck, and resting on the shoulders), fetters, etc.

Three of the seven marines belonging to the 'Melville,' lent to the 'Kite,' died of dysentery, with their chains on, in this horrid den; three

others, who resisted capture, had their brains beaten out with large bamboos; the surviving one is now serving on board the 'Blenheim.' These cruel deaths have since been largely, and more than amply avenged.

The walls of Captain Anstruther's prison-room were chalked by him with scientific delineations of field-pieces, mortars, gun-carriages, steam-power, etc.

Mrs. Noble's apartment was small, and wretchedly furnished. This ill-fated lady had the misfortune to lose her husband and child when the 'Kite' was wrecked, and for many days she was confined in a wooden cage of such very small proportions as only to admit of a sitting position, with the knees close to the mouth. A small circular opening was fitted to the lid, secured with a bar, to admit the head above all. The following are its dimensions:—

Length—2 feet 10 inches.

Breadth—1 foot 7 inches.

Depth—2 feet 4 inches.

This cruel severity to a delicate and unoffending woman, incredible to belief, and unheard-of amongst civilized nations, was in time relinquished to the close restraint of a room, and the attendance of a native female for a short period daily.

Captain Anstruther, of the Madras Artillery (who,

with Lieutenant Douglas and a mate of the brig, similarly caged), was tall and stout, and suffered such dreadful agony in this cramped position, that, for their own quiet and repose (his outcries being loud and unceasing), the tyrannical mandarins caused him, after a few days of almost unbearable torment, to be removed to a larger cage, especially constructed for him.

These disgraceful specimens of human invention in demoniacal cruelty have, since our occupation of Ningpo, been sent to England, the land of the merciful and free.

Most providentially for all the surviving prisoners, they were released from their feverish captivity in February following, on the evacuation of the island of Chusan by the British troops, agreeably to the conditions of peace entered into by the Chinese Commissioner Keshen and Captain Elliott the month preceding; as in our recent capture of Chinghae, an edict for their execution was found, amongst other papers, in the office of the Civil Governor, and, by its date, must have arrived in a day or two after their liberation. Thus, they escaped a cruel and ignominious death, for the executions of Captain Stead and the mate of an opium clipper, only in September last, have (*unhappily for themselves*, for vengeance has since fallen on

them) told us what refined torturers they can be to their victims.

On returning to barracks, I found a messenger awaiting me, signifying that Sir Hugh Gough wished to see me immediately. I was not long in obeying the summons. The General expressed to me his regret that I should have to leave; but as it was the wish of the Naval Commander-in-Chief, Sir William Parker, that the Royal Marines should be in quarters near the fleet, it was arranged that we should move off the following morning at eight o'clock, in the 'Queen' steamer, for Chinghae; embark the remainder of the battalion there, and finally disembark the whole for the garrison district of the island of Chusan.

In the evening we had completed our preparations for departure, which was not unattended by the regrets of our Chinese neighbours, who assembled in the morning at their doors, and by signs and friendly greetings manifested their grateful attachment to the "*barbarians*," good-naturedly contending with each other for the pleasure of carrying a knapsack, or other part of the luggage of our officers and men to the wharf.

The Royal and Madras Artillery succeeded us immediately afterwards in our comfortable quarters.

The morning of our exit was cold and misty,

but as the day advanced the warm sun dispersed the moisture, and we were not much wetted when we got on board the steamer. There were many officers and men of different corps passengers to Chinghae or Chusan.

So soon as the Admiral and his suite came on board, the anchor was weighed, and we steamed off for Chinghae. This, the Gibraltar of China, was reached in a few hours, and the necessary arrangements being completed, and ordered for the embarkation of Captain Whitcomb's party the following morning early, by Sir William Parker, I landed to dine with him, and slept on shore, wrapt in my cloak, as at Ningpo; but the night was piercing cold, and frozen as I was, I was glad to arise at peep of day, and take a run on the rampart to warm myself.

CHAPTER XII.

ARRIVAL AT CHUSAN.—CHARCOAL FIRES.—LOSS OF THE 'MADAGASCAR.'—CHINESE GRAVES.—SMUGGLING AND ITS PUNISHMENT.—SUNDAY DRUNKENNESS.—FUNERAL CEREMONIES.—A MAN MISSING.—CUSTOMS.—RETURN TO ENGLAND.—UP ANCHOR.—LETTER FROM THE COMMANDER-IN-CHIEF.—HONGKONG.—CHINESE NEW-YEAR'S DAY.

By seven o'clock A.M. all the marines were on board the steamers, and soon afterwards *en route* for Chusan.

At four o'clock, we disembarked at the joss-house, hard by the Sallyport Gate.

It was the wish of Major Stevens, the Governor of the island, that the marines should garrison the suburbs; the best houses, none being occupied, were therefore selected for barracks for the time, until better arrangements could be made. The building that contained the officers was but a "frail tenement," small, and constructed of planks, lath, and plaster, and soon began to betray its weakness by bulging, and other serious intimations

of a disposition to fall. In the meantime, under the superintendence of myself and Captain Birdwood, of the Madras Engineers, a large building, of quadrangular form, was repaired throughout, offices and cooking-houses erected, and the whole was walled in, and soon had the appearance of a substantial and comfortable barrack, capable of holding 250 men. The whole of the battalion were placed under this cover in ten days from the period of our landing, and discipline and regularity succeeded.

The officers' barracks and mess-room were formed by converting two adjoining houses into one. At best they were but miserable habitations, admitting the rain and cold too freely through many opening crevices, but a castle of security and rest compared to the doubtful existence and tenure of the "rickety hall" we had so lately occupied.

The arrival of the marines relieved one company of the 55th and two of the 49th from the garrison duties of Chusan, and enabled them to join their regiments, the former at Chinghae, the latter at Ningpo.

One company of the 55th, Captain Coates, remained behind to occupy the Joss-hill and barracks.

The total strength of troops on the island was

between three and four hundred. These, with the ships-of-war at anchor in the bay, were considered amply sufficient to hold possession. The marines daily supplied the guards for two of the gates of the city, most frequently the east and north.

The following days, to the 25th of November, were not marked by any particular event. Parades, drills, strolls into the country, or to the city of Tinghae, and superintending the Chinese artificers in the difficult task of placing the quarters for all in decent order, chiefly occupied the time.

The days were generally fine, but the evenings cold; and the old tried remedy for mitigating that evil, *charcoal fires*, was of itself almost as great a one. The vapour united with the fumes of tobacco, some of our number being inveterate smokers, rendered respiration difficult, and often drove me into the open air to escape the danger of suffocation.

An unoccupied room on the ground-floor, having an outer wall of brick, was selected for a mess-room, instead of the one then in use. Chinese masons were set to work; an opening was made in the wall; a rude fireplace constructed, the bars formed of matchlock barrels, taken from the enemy; the flue or chimney ran up outside the building, and drew well, never inconveniencing us

by throwing out the smoke, and as the work of demolition (pulling down the houses in the suburbs) went on daily, fuel was abundant.

Chinese artificers, as carpenters, masons, and bricklayers, were numerous, and willing to work, the former at one shilling and twopence a day each, the two latter one shilling, coolies or labourers sixpence each. The last were very numerous, and large parties of them were every day employed by the engineer department in levelling houses, transporting stores, and improving the roads. The line of our quarters had not long before formed the side of a street, but all in front for nearly 200 yards was now a clear level space to the ramparts, extending from side to side double that number. This was the parade and drill-ground, and was named the "Royal Marine Square," our battalion being the first occupants.

The month of December, 1841, commenced with cold and misty weather, which continued until the 4th, when the days were fine; but there was a cold and nipping wind from the north-east, and a thermometer at the freezing-point.

My apartments were almost unbearably frigid, having only an unsubstantial *wall* of single planks of fir, which, cracking and shrinking with the frost, presented numerous openings for the air. That

this might, however, be less impervious to the adamantine foe, fine calico supplanted the thin torn paper of my trellis-formed window; and the yawning chinks, of a magnitude to facilitate the loves of the Chinese Pyramus and Thisbe, were stopped with laths, and by these means rendered more comfortable, if such an expression could be *legally applied.*

For some days succeeding, the atmosphere was milder, and the weather fine. Ducks, eggs, fruit, and vegetables, came in abundant supply to the men's barracks for sale daily.

On Sunday, the 12th, a schooner arrived from Macao. The unfortunate intelligence came by her of the destruction of the 'Madagascar' steamer by fire, on the coast of Fokien, and that many of the crew were lost; the survivors were prisoners at Canton. Among the saved, was our old and early companion in the Chinese campaign, her Commander, Captain Dicey; also, Captain Grattan, of the 18th, who was on his return in her with dispatches from the Governor-General of India, in reply to those he had carried to Calcutta from Major-General Sir Hugh Gough, announcing the brilliant successes before Canton on the 26th of May last, and Captain Elliott's subsequent convention with the Quang-chow-foo, or mayor of the city.

After-intelligence dispelled the gloomy fears that had occupied our minds with regard to the capture of our ill-starred countrymen; there were some American seamen amongst them, and through the humane and generous exertions of the American Consul at Canton, the whole of the captured were released as citizens of the United States, and arrived at Macao shortly afterwards.

On the 14th we had a heavy fall of snow, which continued all the next day, covering deeply the hills and valleys, thermometer 26°.

19*th, Sunday.*—An officer, with a proportion of the men off duty, attended Divine service in the large hall of the joss-house on the hill, but now used as a "Christian temple." The Chaplain of the 'Blenheim' officiated. The service is to be continued on Sundays at the same hour.

22*nd.*—The weather is now bitterly cold; our greatest want, especially with the men, against cold, is woollen trousers and warm shoes; several are mounted on the wooden, heavily-nailed shoe of the Chinese, cloth, straw, or leather top, with peaked toe, curled up and inwards. Some boast of cloth trousers of black or blue; whilst others must, for the lack of such a luxury, creep into those resembling the colour, but still sad repellents of cold (cotton). To the eye of the nice martinet our *as-*

semblée at parade would be too motley; to the service-man, however, though wanting uniformity in appearance, it is neither offensive nor discouraging. Light hearts and thin trousers carry brave boys through the world!

The 24th being a fine clear and frosty day, I was tempted to take a long walk in the country with Dr. Lindsay; we passed through some beautiful valleys, and by the side of steep hills, prettily wooded, and the last resting-places of many Chinamen, who, judging from their lavishly ornamented tombs, must, when living, have enjoyed the good things of this world, but who now exhibit its vanities in marble columns, lions, and alcoves.

China may be said to be the land of groves, for they are seen in every direction: in the cities the slopes of the hills are covered with them; partly in valleys, in gardens, and in the rice-fields of adjoining cottages. No place is expressly set apart for the interment of the dead, and none are put underground.

The bodies are enclosed in wooden coffins of very great thickness, from four to six inches, thatched over with straw. Some are entirely exposed; the wealthier build them round with brick or stone; the rich erect chambers, with magnificent and extensive exteriors and seats for the mourning re-

latives of the departed, in their frequent visits to the shrine, for in no part of the world is respect for the dead so much observed as in the land of China. These mausoleums of the wealthy are not rare in the country, and being usually surrounded with a small plantation of cypress-trees, meet the eye in all directions, and afford a pleasing relief to the flat, swampy, and extensive paddy- or rice-fields everywhere else around.

Neither of us were armed, except with walking-sticks; we passed through small hamlets, and by many farmhouses. The immediate discovery of our presence drove the *small feet* from us like frightened hares. The men were more familiar, civil, and respectful, though at times might be heard from some distant and concealed "long-tail" the opprobrious epithets of "fanqui," "peitza" (foreign devils, etc. etc.). Their illwill, however, did not extend beyond words, and conquerors of islands and cities must not expect to be always welcomed by the conquered, however great may be the forbearance of the victors.

30*th*.—The weather fine but cold. Yesterday the thermometer stood as low as 21°.

It is a promulgated law in Chusan, from our conquest of the island, and well understood by the natives, that no person whatever shall sell, in his or

their house or elsewhere, to any other person or persons whatever than Chinese, under penalty of the severest punishment and the destruction of the dwelling in which it may have been sold,—*sam-shu* or any other intoxicating liquor; yet, this morning, a Chinaman, regardless of the severe penalties of this judicious regulation, was detected by the Sergeant-Major attempting to smuggle some bottles of it, concealed in the sleeves of his dress, into the men's barracks. Unfortunately for health and good discipline, this was not the first nor second violation of the law within the last few days, and, with the hope of putting an effectual check, I was necessitated to send the delinquent to the military magistrate in the city, for trial and punishment; the Chinaman was sentenced to receive twenty lashes on his bare back, his "tail" to be cut off, and his house razed to the ground. This was carried into execution. To the uninitiated this would seem unnecessarily severe, but it was not so. The man was an old offender, and many large jars of the pernicious spirit were found conccaled in and about his dwelling, under straw and earth.

A Chinaman will risk everything for money, and in this drug, if undetected, the gain was enormous.

The 1st of January, 1842, commenced with wintry garb in chilling earnestness,—ice being found more

than a quarter of an inch in thickness in our apartments. This is rather a severe trial for those of us who have passed the last four years in the burning clime of India. The thermometer, this morning, stands at 20°.

17*th.*—The anniversary of the Battle of Chuenpee, in which the Royal Marines bore so conspicuous a part, and which proved so disastrous to the Chinese, and at once decided our great superiority over them in all the strategy of war.

The day was observed in a way becoming the occasion. In the front of the men's barracks was proudly displayed, on a lofty flagstaff, surmounted with laurel-branches, the meteor flag of Old England, and at a little distance waved, but less conspicuously, the dragon flag of China, of yellow silk, the Imperial colour; green branches of olive and laurel decorated the entrance-droors of the officers' mess-room and quarters, and a large party of friends were invited to meet us at dinner. The men had an extra allowance of grog issued to each, and loyalty, conviviality, and good order marked the day.

Midnight had passed ere we separated from our festive board, where mirth and good-fellowship, wine, wit, and sentiment prevailed, to say nothing of the kindly feelings expressed by our gallant and

warm-hearted guests for the health and welfare of the heroes of the day

Sunday, the 9th.—Fine weather, but extremely cold; thermometer 22°.

It is an anomaly, and one to be much regretted, that more drunkenness and gross irregularity prevails on-shore in Chusan on a Sunday, than on any other day of the week; it is the transport ships' "liberty day," and large parties of half-drunken sailors, European, Hindoo, and Malay, wander through the streets, increasing the noise as the night advances. And the quantity of sam-shu indulged in, frequently obliged us, for the preservation of order, to secure some of them in guard-house for the night.

13th.—The weather rather more mild. I walked to the city through the north gate, into the country, with Adjutant Farmer. On returning by the route through one of the principal streets, the mournful cries of a female met our ears, and, upon entering the open door of a dwelling to ascertain the cause, we saw before us a well-featured Chinese girl, about twelve years of age, lying dressed and dead on a small uncurtained bed, and by its side the unhappy mother, wailing aloud, and in the most piercing tones of distress, her irreparable misfortune.

Hers was no feigned grief, and, judging from the

stout and plump cheeks of the child, her death must have been sudden, and probably occasioned by the intense cold, the weather having been for many days preceding, as well as at that this time, below the freezing-point. Poor woman! Ignorant of her language, we could offer no consolation; our countenances alone expressed our sorrow and sympathy.

As we turned from the dwelling, the bearers with the coffin entered, the view of which redoubled the woes of the distracted parent, and we both hurried on to escape their heartrending sounds.

The "healing art" must be at a very low ebb in China, for in no part of the world are deaths so frequent. I never remember walking in the city of Tinghae, at Chusan, (and that was almost daily,) without hearing in a house or some part of it, the "sounds of lamentation and woe."

It seems to be the custom of the Chinese, on the death of any adult member of a family, to dress the deceased in the best apparel, as when living, who is then laid out on a bed or bier, for the last visits of the sorrowing relatives and friends.

Women, whose occupation it is, are hired to "wake the body," and nothing can exceed the dismal cries of "wailing and woe" that come from them; the moanings are more harrowing and dis-

tressing than I can describe, and I always hurried away beyond their reach.

The deceased is placed in the coffin, dressed as before described; and when the means are ample, large wax tapers burn for several succeeding days at the head and feet of the corpse, accompanied by feasting and religious ceremonies with friends and others.

In outward forms the religious observances of the "Buddhists" (a very numerous sect in China) closely resemble those of the Roman Catholic Church, puzzling the philosophy of many of the learned.

Of all the handicraft trades in China, coffin-making appears the most thriving and general. The manufactories of them are very numerous, and the early and constant familiarization to the sight of them may be one of the causes of that great indifference to death which is so remarkable in the Chinese.

Many among them have these narrow chambers for poor mortality for years in their houses, ornamented and painted,—and used as chests for their clothes, linen, etc., while living.

At first, our brave fellows naturally felt a repugnance to disturb these sombre trunks; but accident, on some occasion of examining the riches of

a house in one of the captured places, exposed to view the embroidered apparel of a wealthy manda rin, thus *cribbed, coffined, and confined;* and since that lucky discovery many others have given up their *dead effects*—satins, silks, sycee silver, gold bars, and ornaments of jewellery; sometimes, however, a corpse has been unfortunately disturbed in the too eager search for plunder!

15*th of January.*—I went on board the 'Wellesley,' and found the carpenters employed in placing and preparing large supporting pieces of timber to the decayed fore and main masts, to enable them to last the ship home.

On the 20th, the 'Blenheim' was ordered to Hongkong, with the Plenipotentiary, and her party of marines were to embark the following morning. This arrangement involved the loss to me of the valued society of my companion in arms Captain Whitcomb, and not the less estimated services of Adjutant Farmer and Lieutenant Whiting. Such is the instability of everything human; but still, the too frequent experience of its sad truth does not enable us to bear it with indifference. This detachment of Royal Marines had conducted themselves with much propriety while serving under my command in various attacks, and on garrison duty at Ningpo and Chusan.

On the 22nd, by special invitation, I dined with Admiral Sir William Parker, on board the 'Wellesley.' Sir Henry Pottinger, Captains Herbert, Bouchier, Napier, Maitland, and numerous other distinguished guests were present.

At half-past nine I was again in my quarters, delighted with the assured and certain knowledge that the 'Wellesley' was to return immediately to England, *viâ* Hongkong and Singapore, avoiding all communication with the East Indies.

24*th*.—Private Ward, Royal Marines, who was missing at the time of the detachment embarking in the 'Blenheim,' had not returned to that ship, nor had anything been heard as to the cause of his absence; this was very unfortunate, as a belief was entertained that he had been forcibly carried off by the Chinese; and such a notion, if it became general, could but engender suspicion and distrust of the Chusanites, and lead to much inconvenience and embarrassment. I had parties out again on search, but they unhappily returned without having gained any information of him.

I was on board the 'Wellesley' all the morning with the Admiral, respecting the disembarkation of the marines of the 'Cornwallis,' for the duties of the garrison in Chusan.

On the morning of the 25th, accompanied by a

friend, I visited those narrow and crowded streets of the city of Tinghae, which I had for some weeks past so often traversed with my comrade, Captain Whitcomb, who superintended the catering for our mess.

As we passed along, the vendors of edibles endeavoured from their respective stores to call his attention, with much earnestness, to some choice article within, vociferating with great good-humour, "How muchie? how muchie repea?" (How many rupees?) Sometimes a live pig would be bargained for, or a basket of fowls, eggs, etc., amidst fun and laughter,—Johnny Chinaman generally yielding one-third, and oftentimes more, of the price first asked.

Crowds of merry urchins of boys congregated outside and within, with baskets slung on their arms, eager to be the carriers.

One of these intelligent little fellows was a frequent and active attendant at our evening parades and drills, halting whenever he happened to meet any of us, and bringing up his hand to his low-coned cap, with all the grace of a practised soldier, accompanied sometimes by an outcry of "Present arms," "Order arms," "Shoulder arms," and a joyous laugh! This diverting little grig frequently came in for a share of our patronage and "pice."

I never remember to have seen any quarrelling

among any of these boys in the streets, nor any display of envy or illwill at the preference given to any particular applicants, while mutually striving for employment!

The same remark is due to the men, who were courteous and forbearing towards each other, and civil and respectful to ourselves.

As I have before observed, the brutalizing crime of drunkenness was never exhibited by them in public; nor am I aware that it is practised by them in private. Opium smoking, which soothes and tranquillizes the senses without irritating them, is a Chinaman's greatest delight.

There are few wheel-carriages in China; vast numbers of the lower classes, therefore, gain a livelihood as coolies or porters.

The heaviest burdens are slung on bamboo poles, borne on the shoulders, and transported by them to all parts of the country, where water-carriage is not available; which latter process is, however, the more general mode of conveyance.

26*th.*—A beautiful sunny day, and warm. Sir William Parker, after having mustered and exercised the armed seamen of the 'Wellesley' and the 'Blenheim,' who were landed for the purpose, and afterwards received his well-deserved encomiums for their steady and skilful conduct under arms, and

evolutions in the field, called at my quarters to inspect the Royal Marine Barracks, and the other arrangements I had made for the comfort and accommodation of the men on shore, within the last three months.

The Admiral was pleased to express himself in terms of high approval of all he saw, and thanked me for my zeal,—intimating that on the following day he would endeavour to effect the arrangements for the disembarkation of a large detachment of the 'Cornwallis' marines, to relieve the Wellesley's, preparatory to our departure for England. I afterwards walked with him to the city, to call on the Commandant, from thence to the north gate, and outside the fortifications to the hills leading to the 49th Regiment, where we separated, and I returned to my quarters.

27*th.*—The supernumerary detachment of Royal Marines, of the 'Cornwallis,' commanded by Captain Hamilton, disembarked at Chusan, and relieved the marines of the 'Wellesley' in the duty of the garrison. After all the different posts had exchanged guards and sentinels, they were marched to the point for embarkation, to the heart-stirring and gratifying music of the fifes and drums, playing, "*I will return safe back again to the girl I left behind me.*"

I dined on shore at the mess for the last time. The parting dinner had in reality arrived. To some it brought regrets! The 'Blenheim' had gone, the 'Wellesley' going, and Hewett, of the 'Blonde,' was under orders to return to his ship, on her early departure for Chinghae.

Of our former number, two only remained, Dr. Monk and Lieutenant White, of the 'Wellesley.'

It was late in the evening when I left the mess-table to return to the 'Wellesley.'

In separating from those who, for long periods, have shared with us the glory, as well as all the risks, of war and climate, the parting *adieux*, although they be to remove us to brighter and healthier scenes, are rarely expressed without a feeling of deep regret. May enduring health and brilliant success continue to accompany them!

31*st.*—Some marines and seamen, invalids, came on board the 'Wellesley' for conveyance to England, the greater number sad sufferers from the effects of the climate.

1*st of February*, 1842.—The weather was fine, but very cold; thermometer 34°. I went on shore at Chusan for the last time, for a walk, and to take an unreluctant leave of scenes and places to which I had been so long familiarized in the city. I made some small purchases from those of the shop-

keepers who had always most delighted me by their good-humour and fair dealing.

The front of a Chinaman's shop is quite open to the street; he has no glazed windows, but at night they are well secured with wooden shutters. At this inclement season (if not engaged with customers) the proprietors solace themselves with smoking tobacco through long wooden pipes, generally of bamboo or cane, or promoting animal heat by moving briskly to and fro within their shops, their hands esconced in the wide sleeves of their furred jackets, and folded across the chest.

Frequently a small brasier of charcoal is placed at the inner end of the counter, and contributes its warmth to the chilly inmates. To several of these, as I passed along, I responded, and for the last time, to their friendly and respectful salutations of "Cheen-cheen Fou-kei!"

Before leaving the city, I called on Major Stevens and the officers of the 49th Regiment quartered there, *pour faire mes adieux*, and at three o'clock was again on board.

2*nd*.—Captain Maitland, Lieutenant Lord William Compton, Dr. Lindsay, two other messmates, and myself, went on board the 'Cornwallis,' agreeably to invitation, to partake of a parting dinner with the Admiral, Sir William Parker; the offi-

cers of the ship were present. During the evening the Admiral expressed his best wishes for my safe return to England, and his regret at my departure from the expedition. At ten o'clock we all took leave of our warm-hearted and energetic chief, and returned to the 'Wellesley.'

May health and distinguished success accompany all his measures!

3rd.—"Shorten-in cable!" was the welcome cry, and round and round went the capstan at the command.

At two o'clock P.M., with a joy and energy on the part of the men, and amidst deep feelings of indescribable satisfaction and delight of all, the anchor was hove up to the bows, to the animating music of "We are homeward bound."

This display of general satisfaction at the ship's return to England was not a matter of surprise, although sailors are proverbially fickle and fond of change. The 'Wellesley' had been nearly five years employed, the two last of which were in China; and notwithstanding the spirit that the late brilliant achievements of the war had infused amongst all, by the courage and promptitude of the naval and military chiefs, the morbid indifference and disgust created by the frequent checks inflicted at the moments of attack and assured vic-

tory, in the earlier part of the war, had never been fully overcome. Add to this the remembrances of the hundreds who had sunk into an early grave, companions and others, by the death-dealing diseases of the climate, the weakened constitutions of the survivors on board,—and the joy of their emancipation from it will be freely understood.

The 'Wellesley' and her crew have well performed their part in war's tragic drama. May the 'Cornwallis' so enact her part, without the sickness!

The world's a stage, life the play, and men and women merely players.

The weather this day was very cold, with snow again on the hills, and the thermometer at 25°; but we had a strong breeze from the north-east, and were flying with a flowing sheet from the inhospitable atmosphere for the more congenial one of warmer climes.

We passed the 'Jupiter' troop-ship off Tea Island, on her way to Chusan with detachments of the 18th, 26th, and 49th Regiments from Hongkong and Amoy. The Jupiter's men cheered us on our homeward course with three thundering hurrahs, which were returned by the men of the 'Wellesley' with much true-heartedness. Doubtless there were many on board the trooper who

envied our good fortune; but the wheel revolves, and, if they live, the time for their return will also come. At dusk we anchored off the point of Buffaloes' Island, called its nose.

On my finally quitting the operations of a war wherein, for two years, I had faithfully endeavoured to fulfil my duties to my Queen and country, it was with more than ordinary feelings of gratification that I found these exertions had not been unheeded by the two Commanders-in-chief, who were pleased, at the period of my departure for England, to express their flattering sense of them to me in the following testimonials:—

"*Ningpo City, January 30th*, 1842

"My dear Major Ellis,

"I cannot allow you to leave the expedition without some assurance on my part at my regret at losing you, and of my best wishes for your future welfare. As you have been repeatedly placed by the naval Commander-in-chief at my disposal for active operations in the field, I have had frequent occasion to notice the gallantry and steadiness of your little battalion, as well as the zeal, spirit, and judgment with which you exercised the command. The subsequent period of your service in the garrisons of Tinghae and Ningpo has only tended to increase the satisfaction which I shall always feel at having had you and a portion of the Royal Marines under my orders; and I will beg you to

convey the expression of my sentiments to the officers, non-commissioned officers, and men under your command.

"Believe me very faithfully yours,

"HUGH GOUGH, *Lieutenant-General.*

"*Major S. B. Ellis, Royal Marines,*
H.M.S. Wellesley, Chusan."

Within the envelope containing this kind and voluntary testimonial of his Excellency's favourable opinion of the Royal Marine Battalion, came also a note of friendly parting from the estimable Colonel Mountain, Deputy Adjutant-General.

"'*Modeste,*' *at Ningpo, January,* 1842.

"My dear Major Ellis,

"I shall ever entertain a lively and gratifying recollection of your valuable and distinguished services, and the estimable character you have justly acquired in the profession to which we mutually belong; and I will only add my cordial wishes that all possible success may attend you in your future career, and remain, dear Major Ellis,

"Very truly yours,

"WILLIAM PARKER.

"*To Major Ellis, Royal Marines.*"

4*th.*—The anchor was weighed at daylight, with a strong and favourable breeze from the north, but with a cold thermometer, 34°.

5*th.*—The breeze still strong and favourable, and since noon of the previous day the seemingly impa-

tient ship had run 270 miles. The cold had decreased in proportion, the thermometer being 44°. In the afternoon we were within the limits of the Straits of Formosa, an island renowned by the exploits of the famed Chinese pirate Coxinga, who, in 1662, expelled the Dutch from it, after an afflicting loss to them of 1600 men. Fort Zealand stood a siege of nine months, but, being no longer tenable, capitulated, and the remained of its garrison returned to Java. Coxinga became independent sovereign of the island; in 1683 it was, however, surrendered by his grandson to the present Mantchou dynasty. The island supplies vast stores of rice to the Fokien district.

At midday of the 8th, the 'Wellesley' arrived, and anchored at Hongkong. In this anchorage we had the pleasure to meet our friends of the 'Blenheim,' the 'Herald,' and 'Alligator.' Several transports were also lying in the roadstead.

9th.—After executing some official business on board the 'Blenheim,' I landed on Hongkong I was much surprised, on reaching the shore, to perceive the great change that had been effected since August last: shops and buildings of solid materials erected on each side of the road, presented an animating scene of bustle and activity; higher up, on the slopes of the hills, handsome stone edifices, the

residences of merchants, were conspicuous; and of the same material, and not less elegant and substantial, stood the "Victoria Hotel" and Club-house, from the verandah of which the scene was exhilarating, novel, and interesting, presenting to the eye an extended view of the harbour and peninsula of Cowloon; of numerous shipping, junks, and tam-kea boats; of shops, large storehouses for merchandise, soldiers' barracks, an hospital, a battery in progress, and a busy and moving hive of human beings, of both sexes. The future progress of the war with China will hereafter decide the *present wisdom* of hurrying on this isolated settlement to such maturity.

The anchorage is exposed, and, above all, the island is subject to the overwhelming devastations of periodical typhoons; whereas Colongsou and the harbour of Amoy are only a short distance further north, and beyond the influence of these destructive winds; easier of access, more secure, healthier, and above all, the part of China, or province, where the black teas are cultivated.

The prosperity of Hongkong will be the ruin of Portuguese Macao, which ought not to be regretted, as they have ever proved themselves a jealous friend, and cramped the trade of British merchants residing there, by the most severe and vexatious imposts.

10*th of February.*—Chinese New Year's Day! which, as I have elsewhere remarked, commences with the new moon following the winter solstice, nearest to the point when the sun is in the 15° of Aquarius.

As I had leave to visit Macao, I was on board the 'Hooghly' steamer at an early hour, accompanied by some messmates; there were also several other voyagers on board from the squadron, officers on duty of survey of the invalids in Macao Hospital, previous to their removal to the 'Wellesley,' for passage to England.

CHAPTER XIII.

CHINESE NEW YEAR.—KITE-FLYING —DAVIS'S 'EMPIRE OF CHINA.' —CHINESE EDUCATION. — REFLECTIONS. — STRAITS OF SUNDA.— SIMON'S BAY.—CONCLUSION.—LIST OF SERVICES.

THE 'Hooghly' being of small steam-power, we did not arrive off Macao until past two in the afternoon, when I hurried off to my old friends' hospitable dwelling.

No people in the world keep fewer holidays than the industrious Chinese, but this, the *New Year*, was the true season of rejoicing, and throughout the night and until long after daylight, there was no intermission to the discharge of *feux-de-joie* of crackers, strung together, sounding like, and as continuous as the independent firing of a battalion of infantry, intermixed by a discharge of field guns. To sleep was impossible, therefore I was out soon after daylight. The Chinese bazaar street was

strewed with paper tubes of discharged crackers, the consumption of this noisy species of firework was enormous, and the air was strongly impregnated with the fumes of their still smoking paper and nitre.

Crowds of Chinamen, in their best attire, were moving about, and on all sides might be seen bowings, and half-kneelings, as kindred and acquaintances met, and in their visits, which are invariably paid to offer the compliments of the season, for the three first days; it would be deemed unlucky to perform any work, beyond what might be required by the daily exigencies of life, and many defer their occupations to ten and twenty days.

At every house, the visitor is received with ready cups of tea, and that nothing may intercept the general festivity, the termination of the previous year is occupied in settling all outstanding money debts and accounts.

It is considered amongst them a disgrace not to be able to pay them up at the period of the new year.

This is also the season for exchange of presents among friends, consisting of such delicacies as sweetmeats, fine tea, rare fruits, and occasionally of silk stuffs for dresses, and ornaments of various kinds.

The Chinese have two contrivances for the promotion of drinking at their merry meetings,—one, called *Tsoey-moey*, consists in each person guessing at the number of fingers held up between himself and his adversary, and the penalty of the loser is each time to drink a cup of wine.

In the evening, during the continuance of the festivals, the roars of laughter among the merry-makers engaged at this tipsy sport could be heard above all other noises.

The other festive scene is a handsome bouquet of choice flowers, to be circulated quickly from hand to hand among the guests, while a rapid roll is kept up on a kettle-drum in an adjoining apartment: whoever may chance to hold the flowers at the instant the drum stops, pays forfeit by drinking a cup of wine.

Among their out-of-door amusements, which often attracted my attention, while on this, my last visit to Macao, was the play of shuttle-cock with the *feet*. A circle of five or six keep the game up in this manner between them, with considerable dexterity, the thick soles of their shoes serving them in lieu of battledores, the hand being allowed occasionally to assist.

In kite-flying the Chinese certainly surpass all other nations, not only in the variety of construc-

tion, but the height to which they make them ascend. The kite is made to assume every possible shape, and at some distance it is difficult to distinguish them from real birds; by means of round holes supplied with vibrating cords, they contrive to produce a humming noise, something like that of a top, occasioned by the passage of the air opposed to the kite. Not only boys, but grown men take a pleasure in this amusement: I have observed many Portuguese in Macao delighting in the occupation.

The sport sometimes consists in trying to bring each other's kites down, by dividing the string.

In constructing them, they have a very thin, as well as tough sort of paper, made of refuse silk, which, in combination with the split bamboo, is well adapted for the purpose.

The lower orders of Chinese are much given to gambling, but it is a vice chiefly confined to them; the practice of it in any official or respectable station of life is considered disgraceful, and the law in such case is so severe that the better classes are happily exempt from the evil.

Dice, cards, and dominoes are all known to the Chinese; the cards are small pieces of pasteboard, about two inches long and one broad, with black and red characters on the faces.

In Davis's admiral description of 'The Empire of China, and its Inhabitants,' is the following account, which so well describes their manners, habits, and ceremonies, as opposed to everything similar in Europe, that I am induced to insert the account, as fully confirmatory of that I have myself observed.

"On inquiring of the boatman in which direction Macao lay, I was answered, 'In the west-north,' the wind, as I was informed, being *east-south*. We do not say so in Europe, thought I; but imagine my surprise, when, in explaining the utility of the compass, the boatman added, that the needle pointed to the south. Desirous to change the subject, I remarked, that I concluded he was about to proceed to some high festival, or merry-making, as his dress was completely white. He told me, with a look of much dejection, that his only brother had died a week before, and that he was in *the deepest mourning* for him.

"On my landing, the first object that attracted my attention was a military mandarin, who wore an embroidered petticoat, with a string of beads round his neck, and who, besides, carried a fan, and it was with some dismay, I observed him mount on the right side of his horse.

"I was surrounded by natives, all of whom had the hair shaven from the fore part of the head, while a portion of them permitted the hair to grow on their faces.

"On my way to the house prepared for my reception, I saw two China boys discussing with much earnestness, who should be the possessor of an orange; they debated the

point with a vast variety of gesture, and at length, without venturing to fight about it, sat down and divided the orange equally between them. At that moment my attention was drawn by several old Chinese, some of whom had grey beards, and nearly all of them huge goggling spectacles; a few were chirruping and chuckling to singing-birds, which they carried in bamboo cages, or perched on a stick; others were catching flies to feed the birds; the remainder of the party seemed to be delightfully employed in flying paper kites, while a group of boys were gravely looking on, and regarding these innocent occupations of their seniors with the most serious and gratified attention.

"I was resolute in my determination to persevere, and the next morning found me provided with a Chinese master, who happily understood English. I was fully prepared to be told that I was about to study a language without an alphabet, but was somewhat astonished, on his opening the Chinese volume, to find him begin at what I had all my life previously considered the end of the book. He read the date of the publication—the first year, tenth month, twenty-third day.

"'We arrange our dates differently,' I observed; and begged that he would speak of their ceremonials.

"He commenced by saying,

"'When you receive a distinguished guest, do not fail to place him on your *left hand*, for *that* is the seat of *honour*, and be cautious not to uncover the head, as it would be an unbecoming act of familiarity.'

"Hardly prepared for this blow to my established notions, I requested he would discourse of their philosophy.

"He re-opened the volume, and read with becoming gravity, 'The most learned men are decidedly of opinion that the seat of the human understanding is the stomach' (they place it in the heart). I seized the volume in despair, and rushed from the apartment."

The general prosperity and peace of China has been much improved by educating the lower classes; almost every man can read and write sufficiently for the ordinary purposes of life; this extension of education is attributed to motives of fear, or hope; it is enforced by positive precepts, and encouraged by an open competition for the highest rewards.

Though the Chinese have great respect for age, their regard for learning is greater. "In learning," says their maxim, "age and youth go for nothing; *the best-informed* takes the precedence."

Cultivated talent, in China, is the chief source of rank and consideration, much more so than the accidental ones of mere birth, wealth, or fashion.

Official persons, who form the real aristocracy of the country, are chosen on account of possessing talent; consequently the country is as ably ruled, as under the circumstances could be expected.

The Chinese have a saying, that "by learning, the sons of the common people become great; *without learning*, the sons of the great become mingled with the mass of the people."

The greatest talent is proved at the public examinations.

One inducement to every Chinese to educate his sons, doubtless is because the parent is liable to punishment for the crimes of his children at any period of their lives; and he is also rewarded according as he has administered the trust.

With a desire to promote the efficiency of their army, the Mantchou Tartar Emperors have established military examinations, in which the relative merit of Mandarins in martial exercises is ranked for promotion, in nine degrees, like the civilians, whose authority is generally considered superior to the military; and letters rank above arms.

A military Mandarin of the highest grade is often seen on foot; while a civil officer of middle rank would be considered as degraded, unless in a chair supported by four bearers.

Much value is attached to personal strength and activity in a commander.

The Chinese Government does not attempt to extend the bounds of knowledge, but to impart that already possessed to as large a portion as possible of the rising generation.

I left Macao on the 13th of February, in the 'Hooghly' steamer for Hongkong, with Captain Maitland and other officers; the passage across was

pleasant, bnt it was after sunset before we were all on board the 'Wellesley.

On the 14th I had some military arrangements to complete; the Alligator's party of Royal Marines being transferred to the 'Wellesley,' as part of her complement; and some of my gallant fellows, who had not been three years afloat, removed to the 'Blenheim' and 'Herald.' Captain Maitland and myself partook of a parting dinner with Captain Herbert on board the 'Blenheim;' there were also present, Sir Henry Pottinger and suite, the Governor of Hongkong, and several other officers.

15*th*.—At noon this day, with a spanking breeze from the north-east, and fine, sunny weather, the anchor was quickly hove up to the bows, the topsails hoisted to the mast-heads; and with three British cheers from our old associates in the war, "the Blenheims," which were right heartily responded to by all on board the 'Wellesley,' we bade a glad adieu to the land of China, shaping a direct course for Singapore, and by sunset the new British settlement, the island of Hongkong, had sunk below the horizon, so fresh and fair was the breeze that bore us from it.

Our mess received an addition of five to its number, passengers, officers promoted, or invalided by reason of diseases incidental to the climate.

From the actual commencement of hostilities with China, in the capture of Chusan in July, 1840, to the present hour, how various have been, and still are, the individual interests and events connected therewith! To many gallant hearts, alas! too many, has fallen the final quiet of the grave, from the turmoils of war, or long and vain strugglings with disease and death; to some, promotion; to many, disappointment; to others, deep sorrows and domestic bereavements; to few, happiness.

16*th.*—Thick, moist weather, but a fine breeze from the north-east; the ship running nine knots the hour, and from noon yesterday to the same hour of to-day, about one hundred and seventy miles have been gained on our "homeward course." The warmth has also sensibly increased, thermometer 72°.

A seaman (invalid) who came on board from Macao Hospital, died this afternoon; he was very ill when transferred to the ship. His early death at the commencement of our voyage, comes as a warning, to remind us all of the uncertain tenure of our own existence.

21*st.*—Crossed the entrance of the Gulf of Siam. Some sea; since noon of yesterday, the ship has gone two hundred and thirty-six miles, thermometer 80°.

23*rd*.—A delightful day. At eight A.M. we were not far from Pedro Branco Rock. At two P.M. the 'Wellesley' anchored off Singapore. The ships-of-war at anchor off the town, were a small American frigate, brig, and schooner, and a Dutch corvette. The flags of all were flying half-mast high, for the death of Mr. Van Buren, the President of the United States of America. The colours of the 'Wellesley' were also lowered on the mournful occasion; but General Harrison, not Van Buren, was the President for whom they thus publicly mourned.

On the following day, I had the satisfaction to read in the newspapers, my promotion to a Lieutenant-Colonelcy, for the attack of the heights of Canton, in May last; commission dated the 26th of May, 1841.

On the 7th of March the anchor was weighed at daylight, and sail made to the eastward.

18*th*.—The intervening days were passed with the usual routine of ship duty, and occasionally anchoring as was deemed advisable. At half-past one the anchor was again dropped, in forty-nine fathoms of water. At nine P.M. a sudden squall of wind and rain came on with pitchy darkness. Directly under our lee, and not far from us, was the rugged and precipitous island of "Athwart the Way," towards which the ship began to drive, to

the imminent peril of our lives. Providentially a lull succeeded, with a sudden change of the wind; attempts were made to weigh the anchor, but it could not be accomplished; the cable was therefore cut asunder, and the ship kept before the favouring breeze, which, although not of long duration, was sufficiently so to carry the ship out of immediate danger. The remainder of the night was squally and wet, and the ship continued under sail, working through the Straits of Sunda; thermometer 85°.

21*st*.—But little progress was made in our homeward voyage, the tide being more powerful than the wind. We had the mortification to perceive that we were in much the same position as we were two days before; we could not get the ship to windward of Crockatoa Island.

22*nd*.—A calm all the past night, and the heat was overpowering. At daybreak we had the further mortification to endure, of seeing that the ship had drifted back to the eastward fully ten miles, and into a dangerous position amongst rocks, off Prince's Island, opposite Crockatoa. The rain fell in torrents, but a light breeze from the north-west fortunately enabled the 'Wellesley' to draw off to seaward, or the consequences might have been disastrous.

At sunset there was another calm, and the unre-

sisting, powerless ship was again borne by the strong currents towards the dreaded Prince's Island, —the haunt of tigers and other numerous wild beasts of prey, snakes, and insects.

The boats were lowered and sent ahead to tow the 'Wellesley' from off the land, which is of considerable length; and on this, the western side, a deep and steep jungle, affording no shelter for ships, nor other anchorage, than one of very great depth and not further from the shore than half a mile. The 'Wellesley,' in despite of every exertion to the contrary, gradually neared the dreaded danger, and much anxiety prevailed, for not a breath of wind was stirring to ruffle the mirror-like sea.

However, some hours afterwards, a light wind came from off the land, and, aided by the boats, the ship began to move along about one and a half miles an hour from the land.

23*rd of March.*—Notwithstanding all the persevering exertions of the past night, at break of day the 'Wellesley' was little more than a mile from the island; along the shore the sea was breaking violently, and the danger was most imminent.

Captain Maitland had given directions to hoist the launch out, and all the boats to tow her off, if possible; there was no wind,—it had fallen calm

again the last night, and, as a last resource in need, the anchor was prepared for letting out.

24*th.*—A spell seemed on the ship, for we were still reluctantly chained in the fast embrace of Sunda's Strait, the wind being light and from the point south-west; while the current bore us back to Crockatoa and Prince's Island.

The Straits of Sunda is formed by the eastern-most end of Sumatra to the north, and the western of the island of Java to the south, with several intervening islands between them.

Towards evening we rejoiced to find that the entire passage of the strait was effected.

1*st of April.*—The ordeal of calms, which for some days kept the ship stationary, now seemed past, being within the south-east trade wind.

2*nd.*—Since noon of yesterday, the 'Wellesley' has gone 216 miles.

12*th.*—We passed the tropic of Capricorn, and for a time vacated the "torrid zone;" the speed of the ship increased, having run 1100 miles in five days.

6*th of May.*—Having encountered several severe gales of wind for some days past, every precaution was adopted to save the rotten lower masts from going overboard. The wind freshening, with every appearance of continuing contrary, the ship stood

in for Simon's Bay, and anchored near the Southampton frigate, bearing the flag of Vice-Admiral King. One of her officers, coming on board the 'Wellesley,' informed me of my elevation to a Companionship of the Bath.

We remained at the anchorage until the 15th, when the wind becoming favourable, we continued our homeward course, and passed the island of St. Helena on the 26th of May, and the island of Ascension on the 30th.

16*th of June*, 1842.—The weather was most tantalizing; the ship was far within the limits of the north-east trade-wind, and yet it was a remarkable circumstance that the wind was more uncertain than in the variables.

1*st of July*.—Five months had passed away since the day we left China, and we were yet two thousand miles from England. In order to be prepared for the probability of a continuing detention by adverse winds and calms, when provisions might fail, the whole of the ship's company were placed on two-thirds of their daily allowance of food; and the officers' allowance of water for ablutionary purposes was limited to one pint for twenty-four hours.

After a long and tedious voyage, on the 19th of July the 'Wellesley' was once more safely moored

in Plymouth Sound. I joined the head-quarters of that division, when impaired health, by reason of various and severe sicknesses, incidental to the climate of China, and under which I had frequently suffered during the campaign of the late war with with that country, compelled me to seek for change of air. I accordingly obtained three months' leave of absence, and for several months I was under the care of some skilful physicians for the restoration of my health.

Lieutenant-General Sir S. B. Ellis remained attached to the Plymouth division after his return, until March, 1847. During this period, he was induced by some speculators to allow his name to appear as a director to a scheme just then started, and called the "Direct Exeter and Plymouth Railway." This proceeding was the cause of a long and continued embarrassment to the gallant officer, who was more capable of coping with an open enemy in the field, than with those subtle distinctions which come under the head of law.

In 1852 the railway became a failure, and entailed a loss upon Sir S. B. Ellis, not only of the whole of his hard-earned batta and savings, but also of a large portion of his income, which had

to be put on one side for many years, to meet the calls made upon him.

In 1847, Sir S. B. Ellis joined the Chatham division, and served there, with a short interval at Pembroke, until 1852. During his service at Chatham, Sir S. B. Ellis, whilst proceeding in a hired conveyance (his horse being ill), met with a serious and painful accident. The officer who had passed almost unscathed through Trafalgar and the Dardanelles, who had fought in all parts of the world during forty years, at length lost the sight of his eye by a blow from a driver's whip. For several months this painful accident seriously affected his health, and at length an operation was performed, which partially relieved him; but the large amount of correspondence brought upon him by his duties as Commandment of the Woolwich division of Royal Marines, caused the total loss of sight of this eye.

On promotion from Commandant to Major-General, he lost his good-service pension, and suffered other reductions in his income; so that at his death, in March, 1865, he had been unable to make that provision either for his widow or children which had been the great aim of the last years of his life. Having married her after he was sixty years of age (and though living fourteen years after this

marriage), still no pension or any allowance was granted to the widow, and the mere stipend of £20 a year each, for the two young orphan sons.

Sir S. B. Ellis gradually became weaker, and expired at his residence, Old Charlton, on the 10th of March, 1865. His funeral was attended by the greater portion of the marine officers in garrison at Woolwich; and the coffin was borne to the grave by non-commissioned officers who had served with him, amidst scenes eventful, though now forgotten.

The quiet, unpretending gravestone, in Charlton cemetery, which announces that it was placed in memory of Lieutenant-General Sir S. B. Ellis, but feebly expresses the merits, nobleness, bravery, and long service of one who never considered his own interests where those of his country were at stake; but whose nominal rewards came late in life, and whose affectionate ties on earth have been left in comparative poverty,—the victims of a routine law.

Sir S. B. Ellis entered the Royal Marine corps as Second Lieutenant, 1st January, 1804; was promoted to First Lieutenant, 29th of April, 1806; Captain, 15th of November, 1826; Major, 6th of

May, 1841; Lieutenant-Colonel, 26th of May, 1841; Companion of the Bath in 1842; Colonel, 3rd of November, 1851; Colonel-Commandant, 18th of October, 1852; Major-General, 20th of June, 1855; Lieutenant-General, 20th of February, 1857; invested with the order of K.C.B., 11th of June, 1860; Colonel of the Portsmouth Division of Royal Marines, 28th of March, 1863.

APPENDIX.

APPENDIX.

NOTE A. (Page 145.)

CHINA.—*Report of the Governor of Canton to the Emperor on the Capture of the Forts of Chusan and Tykoktow.*

Keshen, Governor of Canton, on the 16th day of the 12th moon (January 8th), made the following general report:—

"I (your slave) Keshen report respecting the English foreigner, who, not waiting for a reply, attacked the batteries; this respectful statement is hurried on at the rate of five hundred le per day; looking up, I beg for the Imperial glance.

"I to-day (January 8th) prepared a document to be sent in reply to the English foreigner, and a flag of intimation was hoisted at the forts, and so forth.

"I now respectfully report, in a duly prepared address,

that immediately after (having sent the said document) I received a flying report from Admiral Kwan, that early on the morning of the 15th (January 7th) all the English ships weighed their anchors, and arranged themselves to attack the forts of Shakok and Takok; the firing of the guns was without intermission; the attack was made on all sides, from about nine till three. It is calculated that each of the English ships had more than ten guns. Our soldiers put forth their strength, and opposed the attack until three o'clock, and they observed at a distance the foreigners dropping into the sea. At that time the tide ebbed, and the foreign ships ceased their fire, being at anchor in the mid-channel, between Shakok and Takok; and each party stood in defiance of each other; and it was generally expected that next morning, when the flood tide made, the battle would be renewed. There were also four steam-vessels, which attack our troops, also immediately opposed, and the victory was undecided, and the steamers speedily returned to the offing, etc.

"After my arrival in Canton, I repeatedly corresponded with the English foreigner, and my papers were all of a conciliatory and admonitory description; and as to the list of conditions which he requested, although I could not comply with all his insatiable desires, still there were some which might be granted. But the said foreigner, on the 14th day (the 6th of January), sent in a paper, and did not wait for my reply, but forthwith, early on the 15th day, attacked the forts,—to such an extreme pitch had his domineering pride and perverse violence arrived. It is said, or recommended, that we should confine ourselves within

our barriers, which will be sufficient to cause the English to exhaust themselves; and then, if they are allowed to trade, they will fall into our manners and customs; whether there are sufficient proofs of this or not, it will be difficult to escape the profound intelligence of your Imperial Majesty.

"Now how could the said foreigners dare to be the first to attack (the forts) and create disturbances, and of themselves originate the causes of quarrel and war, which will lead to their not being able to open their mouths?—(to beg for a settlement of affairs.) Why did he not wait for an answer? From this unreasonable conduct I should not again be disposed to bestow anything on him, or grant any of his requests.

"I have ascertained that Shakok is a solitary island in the outer water, and the soldiers there have before been engaged with the English. Two hundred soldiers had already been taken from the Fooyuen's division, and ordered to assemble at the important passes in Tunghwan (east of the Bogue), and two hundred men of the Tetuh's (commander-in-chief's) division were ordered to guard and keep the passes. The batteries on Takok are close to the south beach; and fearing that the said foreigner would go round behind the hill, and then hasten to enter in at the front of the batteries on Takok, I had sent a flying despatch to the Admiral Kwan to examine clearly, and increase the number of troops on that spot, and there to remain quiet in the fort, and to order the men to be immediately employed in the manufacture of gunpowder and balls, sufficient for the expenditure of several months; they would

then be able to hold the forts. The Bocca Tigris is the Admiral's station. To the guard and defence of Chaou-chowchin, I had already sent La Tsuhtsze with troops. For the defence of Wooyungkow, which is sixteen le from the provincial city, I had selected a naval officer to remain there quiet within the camp, and to fill vessels with stones and sink them, and to construct wooden rafts to prevent the running away of the English.

On the 4th day of the 12th moon (December 27th) I sent a flying despatch announcing to Keshow, the Adjutant-General of the Governor's troops, the Tootsze—or Mayor—Teihtszeleang of the Yuntsing camp, to take the general management of and complete this business.

"But some of the inhabitants of the provincial city dwell close to the city walls, and it is difficult, in consequence, to open fire; and it being surrounded on all sides by the river, there is no place to form a camp.

"There have been forts of old in the centre of the river (the Dutch and French follies); their garrisons have been increased; there is also no place or ground for camps where the rapids are in the river; each quarter is well guarded.

"I have before daily made secret examinations into the disposition and intentions of the foreigners, and I am apprehensive they will go to different outlets or ports; I therefore immediately sent despatches to Woo Wanyung, the Governor of Foken and Chekcang, and to Elepoo, the imperial envoy to Chekcang, that they might know the facts accordingly, and charging him to forward despatches immediately to the province of Keangsoo, to keep strict examinations and guard.

"But the road is long, the distance great, and the post-horses have not strength for the journey, and I do not know whether they have reached their destination or not; neither do I know if I should again send dispatches to the maritime parts of each province or not. In the late battle some of our soldiers were wounded and some not; after the number of the wounded have been ascertained, a flying report shall be forwarded. Henceforth the state of affairs will be duly reported. As to what relates to the said foreigner not waiting for a reply, and first proceeding to attack the forts, it is proper that I should forward the report of it at the rate of five hundred le a day. Prostrate, I beg for the Imperial glance. A respectful report."

The Emperor's Replies.

"Taoukwang, 21st year, 1st moon, 5th day (January 27th). The Imperial edict was received.

"Keshen has sent in a report of the English foreigners having attacked the batteries.

"After these rebellious foreigners arrived in the province of Canton, the disorder and audacity of their conduct daily increased. I have many times sent down my Imperial will in a severe edict to all the provinces to keep a secret and cautious watch at guard, and to consult and form mutual plans for extermination; as to the great ministers, civil and military, in what manner have they managed to arrange matters well?

"To-day a report has arrived post-haste from Keshen, stating that the fort Shakok has been taken and plundered

by the rebellious foreigners; and also that the fort of Takok has been attacked, and officers and men killed, and the Imperial fleet has been plundered. It is evident that the said Acting Governor, in what was proper in all the affairs of guarding (against attack), has been wholly unprepared in every instance. I order that Keshen be delivered over to the proper board for severe punishment; still he is to be the leader of all the officers and troops when they arrive in Canton; and let him excite them to exert strength in opposing and exterminating, and put an end quickly to these affairs.

"You, Kwan Teenpei, are the Admiral; you have the control over all the naval officers; hitherto your leadership has been deficient in means and plans; in superintending affairs you have been timid and irresolute, and lost your firmness and self-possession. I order that your button be taken from you, and bear your faults in remembrance, and re-establish your reputation by glorious deeds.

"As to the list of officers and soldiers killed, I order the said Governor to be most strict in his examination, and send in a prepared report.

"Respect this."

Another Imperial edict has been received.

"Keshen, by a post-haste dispatch, has reported that the rebellious foreigners have attacked the forts. Before, because the rebellious foreigners daily became more unruly and disobedient, I have repeatedly sent down my Imperial will that adequate preparations should be made for the secure arrangements of affairs, and that mutual plans should be devised to exterminate them.

"My first conjecture was that they had since a long time a great desire to get Canton; their mouths have watered after Canton for many a long day.

"The said great Minister has been invested with an important trust, and he already knows that the dispositions of the said foreigners are proud and overbearing; and must have also observed that the defences of the said provinces have long been crumbling to ruins.

"It was his duty to be prepared for defence, and it might be hoped that if preparations had been made no calamity would have accrued; but now he reports, saying that the rebellious foreigners have usurped and plundered the forts of Shakok, and also attacked Takok.

"Since the rebellious dispositions of the foreigners have become thus manifest, there is nothing left but to entirely exterminate them, and thus proclaim the majesty of the Imperial dynasty; for what principles of reason can now be proclaimed to them? Flying orders have already been sent to the provinces of Hoonan, Szechuen, and Kweichow, to send with speed their most skilful soldiers to Canton; also flying dispatches to Keangse, to forward the 2000 troops, already stationed at Kanchowfoo, to proceed immediately to assist.

"The officers and troops of the province of Canton are all to remain under the orders of the said Governor. The present circumstances are important and urgent; I order that guards be placed at the important passes to defend and keep them. Let there be no want of caution, and no remissness. It may be computed that in the second moon of the year all the troops may in succession arrive at Canton.

"I order all the commanding officers to exhort their troops, and excite them to exterminate and exclude (the English), and thus scheme to repair defeat by victory."

"As to the forts of Canton, Tang before reported that he had laid down chains to impede the foreign ships. Now, whether the destroyed forts of Takok and Shakok were in those places (*i. e.* within the chains), let Keshen examine, and make a report. These orders are to travel at the rate of 600 le a day. I order that they be made known. Respect this."

A third imperial edict has been received:—

"Our dynasty has been soothing and indulgent to outside foreigners, and favour and justice were shown to all. If the said foreigners could, indeed, have been respectful and obedient, I most certainly should have treated them with increased kindness, and then all might have hoped for joy and tranquillity. Before, because the flowing poison of the occidental countries opium daily increased, I issued special orders that endeavours should be made to wean the people of the stupid habit; but the English, depending on their boisterous strength, would not submit to give the voluntary bond. I, in consequence, ordered their trade to be entirely cut off; but even now they are unrepentant, and their profligacy daily increases, like the che bird (a bird of prey).

"Suddenly, in the sixth moon of the last year, they came with ten sail of ships, and forthwith attacked Tinghae, and usurped possession of the city; and then indulged themselves in cruising in the offing of the provinces Fokien,

Chekeang, Keangsoo, Shantung, Chible, and Fungteen, and caused numerous commotions. Since the domineering pride of those rebellious foreigners has arrived at this pitch, it will not be difficult to arrange our battalia, and exterminate and drive out the whole number. But on account of considering that the said foreigners presented an address, in which they stated their grievances, I could not but cause them to be investigated, in order to manifest the great principles of justice; and I especially ordered the Ta-heo-sze (Cabinet Minister) Keshen to proceed with haste to Canton, to examine into the facts, and manage the business. The said foreigners are but slightly endowed either either with heavenly principles or goodness of heart. The whole number of them ought to have returned to Canton, and there have awaited the settlement; but one-half weighed their anchors and went southward, and one-half still remains in Tinghae. This is a clear proof of their crafty and cunning schemes, which are as innumerable as hairs. I have now heard that, for several months past, they have carried off men's wives and daughters, made captives, taken away property, and built forts; opened watercourses, and set up a counterfeit public officer, who issues proclamations ordering the people to pay the duties. What crimes have the people committed, that they should suffer these painful distresses? Speech and thought have come to this, in sleeping or eating I find no quiet.

"After Keshen arrived in Canton, he well understood to open up and induce to the paths of rectitude, but the insatiable desires (of the English) could not be satisfied. Already are their thoughts dwelling upon extorting the price

of opium (the 20,283 chests surrendered). Further, they are again requesting that I should grant them a landing-place (territory). I, the Emperor, early considered them to be unsettled and inconstant; certainly it is not by good faith or justice that they are now to be admonished.

"With a special intention last year, I selected the most skilful soldiers of the provinces of Szechuen, Hooan, and Keangse, to proceed to Canton. A further selection of the most skilful soldiers from the provinces of Hoopin, Hoonau, and Ginwuy, were ordered to proceed to Chekeang, to be prepared for attack and extermination. Now, Keshen has reported, by a post-haste dispatch, that the said foreigners, on the 7th of January, having engaged the assistance of traitorous natives on board their ships, went direct to the Bocca Tigris, and attacked the forts with their guns, and killed my officers and soldiers; and they also laid Takok Fort in ruins, and they took forcible possession of Shakok. Such is their rebellion against Heaven, and opposition to reason, they are like dogs and sheep in their dispositions. It is difficult for heaven and earth longer to bear with the English, and both gods and men are indignant (at their conduct). It is only left to completely exterminate and wash ourselves clean of them, cutting off and expelling them all; and then will it be manifest that they are killed by the decree of Heaven, and how important are the lives of the people.

"At present, as to the troops who have been selected from the different provinces, it is conjectured that they have already arrived at their destination (in Chekeang), I order Elepoo to proceed immediately with troops, and receive

back the city of Tinghae, and resuscitate the people from their lifeless state. Moreover, I order Keshen to exhort and stimulate the soldiers to advance with valorous daring, and be the foremost in battle; for it is absolutely necessary that the rebellious foreigners must give up their heads, which, and the prisoners, are to be sent to Pekin in cages, to undergo the last penalty of the law. For the seizure of the evil race of foreigners and the rebellious native traitors, it is proper to establish laws, and for putting them all to death without exception.

"As to the ports and offings of all the maritime provinces, I have repeatedly sent down my imperial will to keep a secret and strict guard. I order all the General Governors and Lieutenant-Governors to increase their efforts in cruising and examining. If they (the English) come, forthwith attack them. Moreover, let perspicuous orders be issued to the officers and people to be mindful of their enemies, anger and hatred, and be all equal in a determined will. Immediately report highly meritorious deeds, that I may confer rewards; of this I have the greatest hopes. Let this edict be circulated for general information."

NOTE B. (Page 238.)

Chinese Account of the Capture of Amoy.

(*From the 'Canton Press.'*)

Our Admiral, perceiving the barbarian ships at anchor in the bay at the end of Shapo, ordered the guns to be made to bear upon them. The barbarians also wished to return the fire, when suddenly was seen one of the gods with dishevelled hair and bare feet, holding a sword in his hand, and descending from heaven, leading a numerous host of brave soldiers. At this the souls of the barbarian troops were affrighted out of their bodies, and, being set upon by the celestial corps, were unable to work their guns. Our troops, without intermission, played upon them with several tens of great guns. We destroyed eight three-masted ships, six two-masted vessels, four fire-wheel ships, and upwards of twenty ships' boats. Of the barbarian troops that were slain, it would be impossible to state the number. Of camp followers there fell more than 200, while upwards of 700 white devils, and more than 900 black devils (sepoys), were slain. The Commander-in-Chief, with the chief officer of Kinmun, fought up to the third watch, and then ascended the hill with the Governor, and in a body entered the city. The barbarian troops having not yet fled, our soldiers proceeded to arrest them all, after having put to death between three and four hundred. There were seven military chiefs who were taken alive. The transports which escaped destruction, perceiving the victory to be

lost, forthwith proceeded out to sea. That Amoy was recaptured on the 17th was owing, first, to the aid of the gods; second, to the assistance afforded by the soul of the venerable Chang-yen; and third, to the love which the Governor cherished for his country and the people. At present the various seaports are guarded by our troops, are in a state of preparedness should the barbarians again return, and within the river the fort of Shapo is mounted with more than a thousand cannon. When the barbarians captured the forts, they did not injure a single gun, and now we have all back again without loss.

THE END.

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